The Signalman's JOURNAL

JULY-AUGUST 1970

THREE YEAR PROGRESS REPORT

Officers' Report Tells Convention Delegates of Brotherhood's Progress on Many Fronts

FOR IMPROVED OPERATING EFFICIENCY AND DEPENDABILITY WE'VE MADE THESE PHYSICAL CHANGES IN THE TYPE Y and TYPE TR EDISON *Carbonaire*® BATTERIES

NEW . . . clear plastic cover seal over entire top permits visual check of carbon surface prior to beginning activation procedures. No tapes over carbons to remove.

NEW . . . protective sleeve on end of negative lead wire to prevent the lead wire from puncturing the plastic cover during shipping.

NEW . . . tape seal for cover which is easily and quickly pulled off, starting at this tab.

NEW . . . Teflon coating on top of the carbon to substantially increase the carbon's resistance to surface wetting.

NEW . . . raised and slanted carbon to allow any liquid that accidentally gets on top of carbon, during service, to run off.

There has been no change in the electrical characteristics of either battery. Voltage, capacity and discharge capabilities remain the same. Standard tests, such as the use of the Edison Carbonaire Battery Test Meter, also remain the same.

Taken together, however, these changes represent a substantial improvement in both operating efficiency and dependability over previous models of the TR and Y batteries . . . and are the latest practical results of our continuing research.

NEW . . . internal changes, such as:

1. Improved carbon support, made of high impact insulating plastic, to reduce carbon damage due to vibration and shock.
2. Elimination of the filler tube to provide easier, faster activation.
3. The addition of four transport tubes — one in each corner of the battery — to increase circulation of the electrolyte during battery discharge thereby assuring more uniform utilization of the lime.

Yes, you do get more when you specify EDISON

THOMAS A. EDISON INDUSTRIES
PRIMARY BATTERY DIVISION • BLOOMFIELD, N.J. 07003
IN CANADA: McGraw-Edison of Canada Limited, Primary Battery Division, 75 Brown's Line, Toronto 14, Ontario

McGRAW EDISON

GRAND LODGE DIRECTORY

C. J. CHAMBERLAIN, *President*
2247 Lawrence Ave.
Chicago, Ill. 60625

R. T. BATES, *Sec'y-Treasurer*
2247 Lawrence Ave.
Chicago, Ill. 60625

A. E. LYON, *Pres. Emeritus*
1117 So. Wilke Road
Arlington Heights, Illinois 60005

JESSE CLARK, *Pres. Emeritus*
908 So. Park Dr.
Terre Haute, Indiana 47802

Vice Presidents

J. T. BASS
2247 Lawrence Ave.
Chicago, Ill. 60625

C. S. CHANDLER
4243 Forest Ave.
Paducah, Kentucky 42001

M. B. FRYE
2247 Lawrence Ave.
Chicago, Ill. 60625

T. H. GREGG
Mail Address: Box 528
Bristol, Tenn. 37620
Telegraph Address:
Abingdon Highway
Bristol, Virginia

G. ORNDORFF
220 South State St.
Chicago, Ill. 60604

B. H. STEUERWALD
400 First Street, N.W.
Washington, D.C. 20001

Director of Research

W. D. BEST
2247 Lawrence Ave.
Chicago, Ill. 60625

Grand Lodge Representatives

W. W. ALTUS
2247 Lawrence Ave.
Chicago, Ill. 60625

A. N. COTTON
2515 Portage Ave., Suite 204
Winnipeg 12, Man., Canada

H. A. STOCKDALE
Room 508, Crescent Bldg.
1411 Crescent St.
Montreal 25, Que., Canada

J. W. WALSH, JR.
2247 Lawrence Ave.
Chicago, Ill. 60625

Board of Trustees

WM. H. LEWIS, *Chairman*
523 E. Third St.
St. John, Kans. 67576

W. D. WILSON, *Secretary*
8 Andrew Place
Fair Lawn, New Jersey 07410

C. R. SCOTT
Room 508, Crescent Bldg.
1411 Crescent St.
Montreal 25, Que., Canada

THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

2247 Lawrence Ave., Chicago, Ill. 60625

JULY-AUGUST 1970

Vol. 51, No. 6

IN THIS ISSUE

President Chamberlain's Message 142

Strike Vote Called For By Signalmen 143

Retirement Annuity Increase Passed By Senate 143

Three Year Progress Report 144

Grand Lodge Officers Announce Retirement 156

Open Enrollment For Retired Railroaders, Widows, Dependents Age 65 Or Over 157

New Benefit Year For Unemployment And Sickness Benefits 161

Labor Urges National Health Insurance Plan Adoption For All Americans 162

Local Lodge News 165

Obituary 168

Entered as second class matter at the post office at Chicago, Ill. under the act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, act of October 3, 1917, authorized January 15, 1919.

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

port was prepared and printed Brother Drummond found it necessary to resign due to health.

The Grand Executive Council elected Brother R. T. Bates to the position of Secretary-Treasurer to fill the unexpired term of Brother Drummond. Brother Bates assumed the office of Secretary-Treasurer on July 1.

Most Important Events

Wage and Rules Movements

Since our 1967 Convention, we have been involved in the following national wage and rules movements in the United States. Those initiated after January 1, 1968, were approved by a majority of the General Chairmen as required by our Constitution.

(1) Travel Time and Expenses for Employes Working Away from Home.
(2) Employment Security.
(3) Insurance for Travel in Connection with Employment and Sick Leave.
(4) Wage Notice of March 1, 1968.
(5) Wage Notice of October 1, 1969.

Travel Time and Expenses for Employes Working Away from Home

At the time of settlement of our Section 6 notices of May 10, 1966, the parties agreed that Article IV of the notice relating to travel time and expenses for employes working away from their home stations would be subject to further direct negotiations between the parties for a period not to exceed ten days, commencing on or about June 1, 1967, and if the issue was not disposed of in direct negotiations, the parties, or either party, might invoke mediation. If the issue was not disposed of in mediation, the parties agreed to submit the matter to binding arbitration under the arbitration provisions of the Railway Labor Act. Direct negotiations and mediation failed to bring about an agreement. Board of Arbitration No. 298 consisting of six men, was created to dispose of the issue. The Mediation Board appointed Paul D. Hanlon and David H. Stowe; the organizations appointed G. E. Leighty and Harold Crotty; the carriers appointed A. E. Egbers and R. H. Harvey. Hearings commenced on August 8, 1967, and officially closed on August 18, 1967. The report was dated September 30, 1967, to become effective October 15, 1967.

The Grand Board of Trustees are members of the Committee on Laws and will have plenty of work at the Convention as there are numerous resolutions to make changes in our Constitution. Shown above, from left to right, they are: W. D. "Bill" Wilson; W. H. "Bill" Lewis, Chairman; and C. R. "Bob" Scott.

Almost immediately after the Arbitration Board award was issued, and before the organizations had time to study it to determine what portions they would elect to adopt, numerous carriers began to put their own interpretations into effect, creating all sorts of erroneous applications of the agreement, and attempts to nullify all benefits of the award.

Certain carriers refused to furnish items required to be furnished by the award. Where full expenses had been required under agreement rules, such expenses were reduced to a maximum of $7.00 per day for meals and lodging. Where agreement rules required the carrier to furnish and pay the wages of cooks, anytime the cook was absent expenses for meals were reduced to a maximum of $3.00 per day. If assigned camp cars were not available, lodging allowances were reduced to a maximum of $4.00 per day. Gangs assigned to camp cars were abolished and readvertised with headquarters at a given point without assigned cars in order to escape any payment under the award. In some cases where the men were previously on full expenses away from headquarters, and under the award were on meal per diem allowances, the carrier would allow only the meal allowances of the award even though the employe incurred meal expenses away from headquarters.

In view of these tactics on the part of the railroads, and because of the manner in which the carriers were attempting to apply the award, the Arbitration Board was reconvened to issue interpretations on a number of questions presented by the organizations. Up to the present writing, the Board has rendered a total of fifty-eight decisions, thirty-one of which were presented on behalf of employes represented by this organization.

Article V of the award allowed the organizations to exercise the option of accepting all or part of the award, or of continuing in effect similar benefits covered by the schedule agreement. Because of the variance among the different railroads with respect to existing benefits, there has been no uniformity in the acceptance of this award. On some of the railroads we accepted parts of the award; on some we accepted none of it.

While the award did improve certain benefits for some of our people, it did not take a realistic approach to the problem or eliminate the inequities that have existed for many years with respect to travel time and expenses for employes required to live and work away from home. We are attempting to improve this situation, however, by including this issue in the notice which we plan to serve on or about May 18, 1970, on railroads in the United States.

Employment Security

The employment security movement involved notices served on or about March 15, 1967, by the five organizations who were parties to the February 7, 1965 Mediation Agreement, which is commonly referred to as an employment security or job stabilization agreement. Those notices proposed to improve the employment security provisions of that agreement, and to bring additional employes under its provisions. The carriers served counterproposals on or about March 30, 1967. As usual with such counterproposals, they proposed to reduce employe benefits previously obtained.

The other organizations subsequently became involved in wage movements which we did not join, and when they settled their wage issues, they agreed to withdraw their March 15, 1967 notices. When we settled our March 1, 1968 wage notice by our April 21, 1969

Retired V. P. Cone Suffered Stroke

Retired Vice President D. C. Cone recently suffered a stroke. The Journal is happy to report that Brother Cone is now at home and making rapid recovery.

Brother "Clint" Cone for many years served as vice president assigned to the Eastern Region and retired at our 1952 convention.

The Journal joins Clint's many friends in wishing him a quick recovery and it is our sincere hope that Brother Cone and his lovely wife will be able to attend our convention in August.

Take-Home Pay Boost

AMERICA'S WORKERS WILL receive a little more in their pay envelopes starting in July, when two labor-supported provisions of last year's tax reform law take effect.

Take-home pay will go up as the last portion of the 10 percent surtax enacted in 1968 is phased out. The surtax had been cut to 5 percent for the first six months of 1970 and will be eliminated entirely on July 1.

On that same date, the tax deduction allowed for each personal exemption — for the taxpayer and each dependent—will be increased from $600 to $650.

The two tax changes will mean that slightly less money will be withheld from wages and salaries under new tax tables that have been sent to employers.

A married worker with two children and earnings of $150 a week, for example, will receive an additional $1.30 in take-home pay. The amount deducted for Federal income taxes will drop from $15.80 to $14.50.

Still further benefits are due in future years as tax relief provisions of the law become fully effective. By 1973, the personal exemption will rise to $750, the standard deduction will increase, and single persons and heads of households will also have their taxes cut.

The AFL-CIO had supported a broad-ranging program of tax reform on closing loopholes which enabled a large part of non-wage income to escape taxation.

Strike Vote Called For Mediation Board Fails To Take Action

WAGE NEGOTIATIONS BETWEEN THE BROTHERHOOD OF Railroad Signalmen and the National Railway Labor Conference Committee are at an impasse awaiting the assignment of a mediator.

Because of the lack of progress since April 22, when the National Mediation Board assumed jurisdiction, the Grand Executive Council of the Brotherhood of Railroad Signalmen has authorized the circulation of a strike ballot to all members in the United States.

Strike ballots were mailed on July 1 and the final return date for the ballot is August 1.

President Chamberlain reported no word has been received from the National Mediation Board on the assignment of a mediator and the Mediation Board has failed to take any action on our dispute.

President Chamberlain's message in this month's Journal reports fully on the failure of the National Mediation Board to take action on our dispute.

The strike ballot is the first opportunity for every member of our Brotherhood to take part in the wage negotiations by voting.

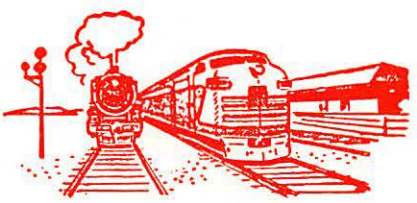
With every member voting and giving the Grand Executive Council the strong backing to call a strike, if necessary, the National Railway Labor Conference and the National Mediation Board will then see how determined railroad signalmen are at this time.

Retirement Annuity Increase Passed By Senate

THE SENATE DEBATE ON CAMBODIA DELAYED VOTING ON a bill to raise retirement benefits by 15 percent. However, the Journal is happy to report this bill, H.R. 15733 was passed by the Senate on Thursday, June 25.

The bill differs somewhat from the measure overwhelmingly approved by the House in early April. The Senate bill does not provide for financing the increase by requiring the Government to invest Railroad Retirement employer-employe contributions in Government bonds bearing the high interest rate. The bill would let deficit financing continue.

It calls for President Nixon to appoint a five-man committee to review the shaky underpinning of Railroad Retirement reserves and report by June, 1971. Of the five, one would be appointed directly by the President, and one each from recommendations of the Senate leadership, the House leadership, railroad management and railroad labor.



The measure, which expires Dec. 3, 1971, spells out financing alternatives that must be looked into, including amalgamation with Social Security, one remedy suggested by the railroads.

The bill now goes to a conference committee to work out differences between the House and Senate version of the bill. Our legislative representative in Washington has hesitated to estimate how long it will take the conference committee to come up with a bill acceptable to both houses.

The two houses agree on the amount of the increase but differ on how to pay for it.

The 15 percent increase will be retroactive to January 1, 1970.

THREE YEAR PROGRESS REPORT

by C. J. Chamberlain, President and R. T. Bates, Secretary-Treasurer

President C. J. Chamberlain will have a busy week presiding over the Convention. Daily sessions will be held Monday through Friday August 17-21.

Secretary-Treasurer R. T. Bates' duties will be many during the Convention, including those as Chairman of Credentials Committee.

IN COMPLIANCE WITH THE PROVISIONS OF our Constitution, your Grand Lodge Officers submitted a triennial report to the Thirty-Eighth Regular Convention of our organization.

The general report on the activities of Grand Lodge was prepared under the guidance and direction of your President and Secretary-Treasurer, and is supplemented by reports of the Grand Board of Trustees and the Grand Executive Council. It covered the three year period from April 1, 1967 through March 31, 1970.

The 1967 Convention of the Brotherhood of Railroad Signalmen saw many changes take place in the official family of our organization. The Convention delegates elected a new President, a new Secretary-Treasurer, and two new Vice Presidents.

Brother C. J. Chamberlain, who served as Secretary-Treasurer from 1961 to 1967, was elected to succeed President Jesse Clark who retired after serving as President of the Brotherhood of Railroad Signalmen for twenty-two years. Brother P. T. Drummond, who served as Vice President at Grand Lodge Headquarters, was elected as Secretary-Treasurer. Brother M. B. Frye, assigned to a position of Grand Lodge Representative at Headquarters, was elected to the position of Vice President Headquarters, succeeding Brother Drummond.

Due to the retirement of Brother C. K. Fields, Vice President Eastern Region, Washington, D.C., Brother B. H. Steuerwald, Vice President Western Region, Denver, Colorado, was elected to succeed Brother Fields. The vacancy in the position of Vice President Western Region, was filled by the election of Brother R. T. Bates, former General Chairman on the Southern Pacific Railroad.

As a result of the retirement of President Clark and Vice President Fields, it was necessary for us to make two appointments to our Grand Lodge staff. Brother J. T. Bass, former General Chairman on the Louisville and Nashville Railroad was assigned to a position of Grand Lodge Representative at Headquarters effective

October 15, 1967. Brother J. W. Walsh, Jr., former Local Chairman of Local 5, and General Secretary-Treasurer of the New York, New Haven and Hartford General Committee, was appointed to a position of Grand Lodge Representative at Headquarters effective January 15, 1968. Brother Bass is assigned to the primary duty of preparing cases to be submitted to the National Railroad Adjustment Board. Brother Walsh is assigned to the primary duty of editing and managing The Signalman's Journal.

In addition to the foregoing changes brought about by retirement, we have implemented a change in our Grand Lodge structure by establishing the position of Director of Research. It has been apparent to the Grand Executive Council for some time that such a position was desperately needed to accumulate and compile all types of information and data that is needed to properly prepare supporting arguments for our national movements and various other matters that we are handling to improve the wages and working conditions for our members.

The establishment of the Director of Research position has already proven to be a wise move, as in a relatively short time we were able to compile and send to our entire membership in the United States and Canada a comprehensive questionnaire which is designed to provide us with the type of information we must have about the Signalmen in our craft, their background, experience, job description, duties, responsibilities, and so forth. The questionnaire was sent to all members of the Brotherhood on January 5, 1970 and to date over 60 percent have been returned completely filled in. This response by our members is most encouraging and clearly proves to us that our members are most desirous of cooperating with their Grand Lodge Officers in every possible way in their efforts to improve the wages and working conditions of employes who perform the most highly skilled work in or out of the railroad industry.

Grand Lodge Representative W. D. Best was appointed to the newly established position of Director of Research on July 1, 1969.

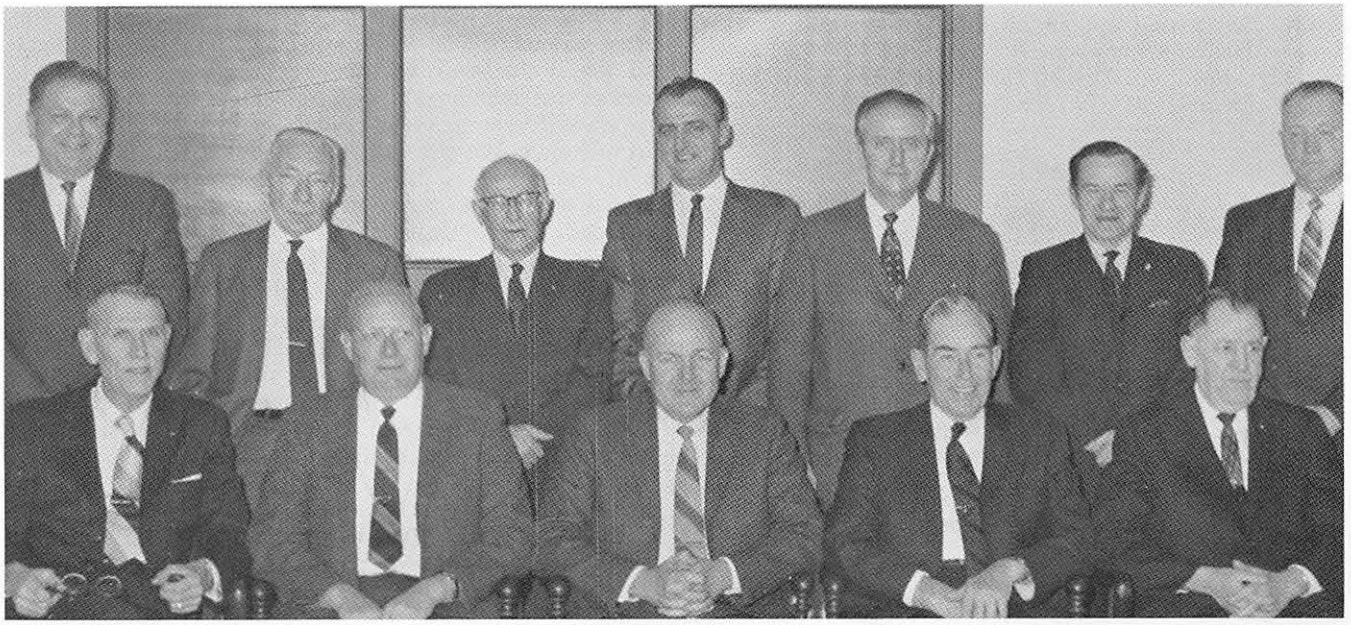
The report shows that our Brotherhood was represented on every matter of major importance to our membership and because of the increased work load that our Grand Lodge Officers are now carrying as a result of individual wage movements, fringe benefit movements, merger committees, Public Law Boards, Disputes Committee cases, increased volume of National Railroad Adjustment Board Cases, and numerous other matters, it is absolutely essential that they operate in the most efficient manner possible if they are to maintain the high standards of service that must be maintained to get the job done.

The report states that our Grand Lodge Officers believe that within our organization we have the assets, tools, desire, determination and dedication to make the Brotherhood of Railroad Signalmen the finest, most effective labor organization in the trade union field. Our Grand Lodge Officers working as a team with a complete cooperative effort must have the complete cooperation of all local lodges and general committees if they are to succeed

The report includes the many activities which have been undertaken by our Grand Lodge officers. It included a report of the activities of our organization in behalf of our Canadian members.

A review of the report revealed that Grand Lodge made substantial progress in many areas and have endeavored to carry out the programs which were laid out through communications and resolutions presented to the past conventions. Grand Lodge was not able to secure everything that was requested, however, definite progress has been and will continue to be made with the support of our membership.

The report was prepared under the guidance and direction of President C. J. Chamberlain and Secretary-Treasurer P. T. Drummond. Between the time the re-



For the past three years the affairs of the Brotherhood of Railroad Signalmen have been under the guidance of the above Officers. They are: standing, left to right, Vice President C. S. Chandler; Grand Lodge Representative H. A. Stockdale; Trustee W. D. Wilson; Secretary-Treasurer R. T. Bates; Vice President M. B. Frye; Trustee C. R. Scott; Vice President B. H. Steuerwald. Seated, left to right, Chairman, Board of Trustees, W. H. Lewis; former Secretary-Treasurer P. T. Drummond; President C. J. Chamberlain; Vice President T. H. Gregg; and Vice President G. Orndorff.

port was prepared and printed Brother Drummond found it necessary to resign due to health.

The Grand Executive Council elected Brother R. T. Bates to the position of Secretary-Treasurer to fill the unexpired term of Brother Drummond. Brother Bates assumed the office of Secretary-Treasurer on July 1.

Most Important Events

Wage and Rules Movements

Since our 1967 Convention, we have been involved in the following national wage and rules movements in the United States. Those initiated after January 1, 1968, were approved by a majority of the General Chairmen as required by our Constitution.

(1) Travel Time and Expenses for Employes Working Away from Home.
(2) Employment Security.
(3) Insurance for Travel in Connection with Employment and Sick Leave.
(4) Wage Notice of March 1, 1968.
(5) Wage Notice of October 1, 1969.

Travel Time and Expenses for Employes Working Away from Home

At the time of settlement of our Section 6 notices of May 10, 1966, the parties agreed that Article IV of the notice relating to travel time and expenses for employes working away from their home stations would be subject to further direct negotiations between the parties for a period not to exceed ten days, commencing on or about June 1, 1967, and if the issue was not disposed of in direct negotiations, the parties, or either party, might invoke mediation. If the issue was not disposed of in mediation, the parties agreed to submit the matter to binding arbitration under the arbitration provisions of the Railway Labor Act. Direct negotiations and mediation failed to bring about an agreement. Board of Arbitration No. 298 consisting of six men, was created to dispose of the issue. The Mediation Board appointed Paul D. Hanlon and David H. Stowe; the organizations appointed G. E. Leighty and Harold Crotty; the carriers appointed A. E. Egbers and R. H. Harvey. Hearings commenced on August 8, 1967, and officially closed on August 18, 1967. The report was dated September 30, 1967, to become effective October 15, 1967.

The Grand Board of Trustees are members of the Committee on Laws and will have plenty of work at the Convention as there are numerous resolutions to make changes in our Constitution. Shown above, from left to right, they are: W. D. "Bill" Wilson; W. H. "Bill" Lewis, Chairman; and C. R. "Bob" Scott.

Almost immediately after the Arbitration Board award was issued, and before the organizations had time to study it to determine what portions they would elect to adopt, numerous carriers began to put their own interpretations into effect, creating all sorts of erroneous applications of the agreement, and attempts to nullify all benefits of the award.

Certain carriers refused to furnish items required to be furnished by the award. Where full expenses had been required under agreement rules, such expenses were reduced to a maximum of $7.00 per day for meals and lodging. Where agreement rules required the carrier to furnish and pay the wages of cooks, anytime the cook was absent expenses for meals were reduced to a maximum of $3.00 per day. If assigned camp cars were not available, lodging allowances were reduced to a maximum of $4.00 per day. Gangs assigned to camp cars were abolished and readvertised with headquarters at a given point without assigned cars in order to escape any payment under the award. In some cases where the men were previously on full expenses away from headquarters, and under the award were on meal per diem allowances, the carrier would allow only the meal allowances of the award even though the employe incurred meal expenses away from headquarters.

In view of these tactics on the part of the railroads, and because of the manner in which the carriers were attempting to apply the award, the Arbitration Board was reconvened to issue interpretations on a number of questions presented by the organizations. Up to the present writing, the Board has rendered a total of fifty-eight decisions, thirty-one of which were presented on behalf of employes represented by this organization.

Article V of the award allowed the organizations to exercise the option of accepting all or part of the award, or of continuing in effect similar benefits covered by the schedule agreement. Because of the variance among the different railroads with respect to existing benefits, there has been no uniformity in the acceptance of this award. On some of the railroads we accepted parts of the award; on some we accepted none of it.

While the award did improve certain benefits for some of our people, it did not take a realistic approach to the problem or eliminate the inequities that have existed for many years with respect to travel time and expenses for employes required to live and work away from home. We are attempting to improve this situation, however, by including this issue in the notice which we plan to serve on or about May 18, 1970, on railroads in the United States.

Employment Security

The employment security movement involved notices served on or about March 15, 1967, by the five organizations who were parties to the February 7, 1965 Mediation Agreement, which is commonly referred to as an employment security or job stabilization agreement. Those notices proposed to improve the employment security provisions of that agreement, and to bring additional employes under its provisions. The carriers served counterproposals on or about March 30, 1967. As usual with such counterproposals, they proposed to reduce employe benefits previously obtained.

The other organizations subsequently became involved in wage movements which we did not join, and when they settled their wage issues, they agreed to withdraw their March 15, 1967 notices. When we settled our March 1, 1968 wage notice by our April 21, 1969

Agreement, we likewise withdrew our March 15, 1967 notices concerning the February 7, 1965 Agreement.

Insurance for Travel in Connection with Employment and Sick Leave

On September 1, 1967, we initiated our own request for life and accident insurance for employes while traveling in connection with their employment, and for sick leave payments. Settlement of this issue was included in our April 21, 1969 Agreement, which also settled our wage notice of March 1, 1968. Article IV of that Agreement provides payment in behalf of employes killed or injured while riding in, boarding, or alighting from off-track vehicles authorized by the carrier and deadheading under orders or being transported at carrier expense. It includes specific payments of $100,000 for loss of life or dismemberment, up to $3,000 medical and hospital expenses for injuries incurred as a result of certain travel defined in the Agreement, and up to $100 per week for time lost up to a total of 156 continuous weeks following an accident, with such weekly payment subject to reduction by such amounts as the employe might be entitled to receive as sickness benefits under the Railroad Unemployment Insurance Act.

Wage Notice of March 1, 1968

On March 1, 1968, we served notice for general wage increases and skill differentials on a majority of the nation's railroads. The notice was progressed through the procedures of the Railway Labor Act, and failing to reach an agreement, the President of the United States appointed Emergency Board No. 175 to hear the dispute. Emergency Board No. 175 issued its report on March 7, 1969, however, the terms proposed by the Board were not acceptable to our Negotiating Committee. We continued negotiations and failing to reach an agreement set a national strike date for April 14, 1969. Less than 24 hours before the strike deadline, the Secretary of Labor intervened in the dispute and negotiations were resumed which resulted in an agreement. The terms of the agreement were ratified by our General Chairmen on April 18, 1969, and the agreement was signed on April 21, 1969. The agreement also included revisions in the vacation and holiday agreements consistent with the settlements made with other non-operating organizations

Wage Notice of October 1, 1969

On October 1, 1969, we served notice on a majority of the nation's railroads for:

(1) General wage increases of 12% effective January 1, 1970; 10% effective January 1, 1971; and 8% effective January 1, 1972.
(2) A series of 4% skill increases for mechanics or higher rated positions, and 1½% increases for semi-skilled employes, effective January 1 and July 1, 1970; January 1 and July 1, 1971; and January 1 and July 1, 1972.
(3) Establish uniform rates of pay comparable with those being paid by the Eastern railroads.
(4) Additional compensation for employes required to hold themselves subject to call outside regularly assigned working hours.
(5) Increases in overtime rates and allowances.
(6) Shift differential pay.
(7) Longevity pay.
(8) Interest on retroactive pay increases.

In response to our October 1, 1969 notices, carriers served counterproposals that would:

J. T. Bass was appointed Vice President and assigned to the Western Region by the Grand Executive Council effective July 1, 1970. Prior to his appointment, Vice President Bass was serving as Grand Lodge Representative at Grand Lodge Headquarters.

(1) Drastically reduce the benefits of the forty-hour workweek rules.
(2) Establish entering rates of 80% of the established rates.
(3) Permit carrier to make force reductions with no advance notice.
(4) Prohibit monetary claims in many cases of agreement violations.
(5) Provide for the deduction of outside earnings in case an employe has been unjustly suspended or dismissed.
(6) Relax certain holiday provisions.
(7) Eliminate any restriction upon the right of the carrier to consolidate seniority districts in whole or in part.
(8) Eliminate any restrictions upon the right of the carrier to eliminate, establish or adjust territorial limits of employes' responsibility or jurisdiction.
(9) Revise rules to permit employes to perform duties of other positions when necessary.
(10) Revise guarantee rules to eliminate guarantee for positions.
(11) Revise travel time rules to eliminate travel time pay between 10:00 p.m. and 7:00 a.m. where sleeping accommodations are furnished.
(12) Revise travel time rules to stop travel time pay when destination is reached instead of paying to starting time of regular tour of duty.
(13) Eliminate all agreements, rules, regulations, interpretations or practices, however established, which conflict with any of the above, except to retain those which carrier considers more favorable.
(14) Eliminate any restriction against carrier's right to transfer work and/or employes across seniority district or craft lines.
(15) Eliminate any restriction against carrier's right to rearrange forces and/or work on any shift or tour of duty to secure the most effective utilization of the available work force.
(16) Eliminate any restriction against carrier's contracting out work.

W. D. Best was appointed to the position of Director of Research when the position was established on July 1, 1969.

(17) Establish a rule providing that during any work stoppage in any part of the industry, all bulletin, assignment, displacement, pay and protective provisions of any agreement may be suspended by the carrier for the duration of such work stoppage and employes will be assigned and compensated on a basis to be determined by the carrier.

(18) Eliminate the February 7, 1965 Agreement and any similar job stabilization agreements, excluding the Washington Agreement of May 1936, and agreements entered into pursuant to I.C.C. orders in connection with merger, control or consolidation.

Conferences on individual railroads have been concluded by our General Chairmen. The matter is now being handled on a national basis by the Grand Executive Council and the National Railway Labor Conference.

Health and Welfare Program Travelers GA-23000

On January 11, 1968, all of the Cooperating Railway Labor Organizations signed an agreement with the nation's carriers in settlement of our October 31, 1967, Health and Welfare Movement. The agreement provided for substantial increases in benefits for employes and their dependents covered by Policy GA-23000, and now covers all employes in the railroad industry.

Some of the improvements which were included in the new group policy contract are as follows:

Hospital expense benefits increased from $500 and 80 percent of overage to $1,000 and 80 percent of overage.

Hospital confinement benefits increased from 120 to 180 days.

In-hospital doctor calls increased from a maximum of 120 to a maximum of 180.

Polio benefits increased from $5,000 to $10,000.

Major medical benefits increased from $5,000 to $10,000 and retention of the $1,000 restoration feature each year plus full restoration if recovery is complete.

Active employes will receive an accidental death and dismemberment benefit of $4,000 in addition to the $6,000 group life insurance.

Increases in maternity benefits.

Broadened hospital definition to include certain hospitals which do not now qualify.

Coverage for dependent students up to age 25 and also for dependents who are disabled prior to attaining age 19 for as long as disability continues.

Increased time for emergency out-patient hospital care from 24 to 72 hours.

Increase hospital, home and office calls by 50 percent effective March 1, 1968 making hospital and office calls $6.00 and home calls $7.50 (still restricts home and office calls for employes as previously outlined and does not provide for home and office calls for dependents although they can be included in the computation of major medical benefits). It does apply to hospital calls for both employes and dependents.

On or about September 2, 1969, the carriers served notice on all organizations to terminate, effective February 28, 1970, the existing medical and life insurance benefits under the national group policy, and to provide for the carriers to contribute $30.50 per month, less 26¢ for railroad administrative costs; $9.50 of that amount to apply on hospital association railroads for employe benefits, with the carriers having complete control of the health and welfare program.

On or about October 21, 1969, the organizations served counterproposals on the carriers to continue the insurance under The Travelers Insurance Company Group Policy GA-23000, to improve benefits thereunder, and to extend coverage to include dental and eye care.

As the then current contract and policy expired on February 28, 1970, handling of this matter was given our prompt attention.

An agreement was signed February 27, 1970, by the carriers, The Travelers Insurance Company, and the participating railway labor organizations, continuing in force for the policy contract period commencing March 1, 1970, and terminating February 29, 1972.

The benefits provided for the period of the policy contract are those which were currently being provided with the following modifications:

Raise surgical schedule from E$420 to E$550 (anesthetist allowance to continue at 20%).

Raise radiation therapy benefits and maximum one-third.

Raise Lab-X-Ray benefits one-third and maximum one-half.

Raise major medical lifetime maximum from $10,000 to $20,000, subject to restoration and reinstatement as at present.

Liberalize emergency treatment provisions (details to be worked out).

Adjust furloughed benefits to provide disability waiver for disabilities commencing while furloughed.

Extend coverage to newborn children from birth.

This agreement is in full and final settlement of the notice served by the carriers on September 2, 1969, and our health and welfare notice served on October 21, 1969.

1970 Fringe Benefit Movement

As of March 31, 1970, plans are under way for this organization to launch an individual fringe benefit movement on or about May 18, 1970. The proposed Section 6 notice which was approved by a majority of our General Chairmen, covers the following items:

(1) Add Columbus Day, Veterans' Day and the

day after Thanksgiving as additional paid holidays, effective July 1, 1970.

(2) Effective January 1, 1971, observe holidays in accordance with the Federal Uniform Monday Holiday Act of 1968.

(3) Add 24 hours compensation to the annual compensation for monthly rated positions, and give the monthly rated man the holiday off with pay or double time for working a holiday in addition to the monthly rate.

(4) Four weeks vacation after 15 years of service, and five weeks after 20 years, with double time pay for work performed during the vacation, effective January 1, 1971.

(5) Effective July 1, 1970, jury duty pay on the basis of the earnings that would have been received while working, with a minimum of eight hours for each day.

(6) Bereavement leave with pay for four days in the event of the death of a member of the employe's family, including spouse, father, mother, sister, brother, child, father-in-law, mother-in-law.

(7) Sick leave pay effective July 1, 1970, on the basis of what an employe would have received while working, with a minimum of eight hours for each day, and with benefits under the Railroad Unemployment Insurance Act deducted, on a schedule based on the number of months the employe has had an employment relationship with the carrier, as follows: 6 to 12 months—10 days; 13 to 24 months—20 days; 24 to 36 months—30 days; 36 to 60 months—45 days; 60 to 120 months—60 days; over 120 months—90 days, with a right to accumulate not to exceed 180 days.

(8) Travel time and travel expenses effective July 1, 1970, for employes required to live away from home during their workweek, with auto mileage at the rate of 11¢ per mile.

(9) Actual meal and lodging expense, effective July 1, 1970, for employes required to live away from home.

(10) Actual expenses for employes when away from their headquarters points.

(11) Effective July 1, 1970, provide moving and travel expenses, wage loss not to exceed five days, a moving allowance of $500, reimbursement for real estate losses for employes moving over 20 miles unless the change in residence results solely from the exercise of seniority by an employe bidding for a new position or vacancy.

(12) Establish a formal apprenticeship training program effective July 1, 1970.

Hours of Service Law

Previous Conventions have not taken a positive position on including our craft under the Hours of Service Law, and accordingly we have for the present discontinued efforts to include signal employes under the Hours of Service Law covering some railroad employes. We are approaching this problem by attempting to increase the punitive payments for overtime work in our October 1, 1969 national wage notice.

A.F.L. - C.I.O.

In our 1967 Convention Report, we advised you that sanctions had been levied against our Brotherhood under the A.F.L.-C.I.O. Constitution, because of work jurisdictional disputes. We also reported that the Constitution of the A.F.L.-C.I.O. had been changed in December of 1965, to provide that Article XXI of the Constitution would not be applicable to work in the railroad industry. We pointed out that though the A.F.L.-C.I.O. Constitution had been changed, the only way the sanctions could be removed was to have the complaining organization consent to their removal, or by a two-thirds vote of the A.F.L.-C.I.O. Executive Council.

Grand Lodge Representative W. W. Altus was the Brotherhood's representative on the Supplemental Third Division of the N.R.A.B. when it was discontinued on June 30, 1969. At that time he was assigned to headquarters preparing cases for the N.R.A.B.

We are happy to report that on March 4, 1969, the sanctions were removed, and our Brotherhood again enjoys full protection under the internal Disputes Plan, as well as all other rights enjoyed by other A.F.L.-C.I.O. affiliates in good standing.

During the time we were under the sanctions, and not protected by the A.F.L.-C.I.O. Constitution, we experienced a raid of our membership on the Seaboard Coast Line Railroad. A representation election was held to determine if signalmen on that property would be represented by the raiding organization or our Brotherhood. The ballots of that election were counted on September 6, 1968, with a substantial majority voting to retain our Brotherhood as their representative.

Observance of Picket Lines During Legal Strikes of Other Crafts

Because of the many inquiries received from our membership during legal strikes of other crafts, the Grand Executive Council has adopted the following policy concerning the observance of picket lines during legal strikes:

"It is the policy of the Brotherhood of Railroad Signalmen to support its members in declining to cross a picket line of another railway labor organization during a legally authorized strike. When such a strike exists, a member may decline to cross a picket line when there exists any present or potential threat of danger to the safety of the member in the area

A. N. "Norm" Cotton is the Brotherhood's Grand Lodge Representative assigned to Western Canada, with headquarters at Winnipeg.

affected by the picket line, or en route to or from work or elsewhere. Members in doubt as to the existence of any legally authorized strike on their railroad should contact their Local or General Chairman or Grand Lodge.

"It is the further policy of the Brotherhood of Railroad Signalmen that the right to decline to cross a picket line, during a legally authorized strike, is a part of the rights of railroad employes guaranteed by the Railway Labor Act. The Brotherhood of Railroad Signalmen will support its members in the free exercise of these rights."

Advanced Technology and Training

The rapid advances in technological developments in railway signaling is making it increasingly important that we increase our efforts to improve our apprenticeship training programs, improve job classifications and rates of pay, and to insure that our craft is not deprived of present or future work because of these technological improvements in railway signal apparatus and systems.

In the past, the apprenticeship training program has been handled on an individual railroad basis, with one of the first training programs instituted on the Western Pacific Railroad about ten years ago. Our experience on the Western Pacific has been helpful in establishing training programs on other railroads.

The approach on the Western Pacific was on the job training with textbook study. This principle has been followed in other training programs, though some of the more recent agreements have provided specific amounts of time for an employe to study the written texts during assigned working hours.

We feel that the most realistic approach on training is taken by the Canadian National Railway where we have a training agreement far superior to any yet negotiated in the United States. We hope that other carriers will soon face up to reality by adopting training programs similar to that of the Canadian National.

In an effort to broaden apprenticeship training in the United States, we intend to include a request for a formal apprenticeship training program in our national fringe benefit notice to be served on May 18, 1970.

On some properties we have been successful in making agreements to provide ways for employes already advanced in the signalman or mechanic classification, to increase their knowledge and skills with further training, though we have not been as successful as we would like in this regard.

Basic Agreement

As reported to our 1967 Convention, there have been discussions with the carriers on the possibility of negotiating a national basic agreement to cover all signal employes. There have been no new developments in this area, however, this subject is continued on our docket of items for possible further handling.

ACTIVITIES IN CANADA

AT THE TIME OF WRITING THE REPORT for the 1967 Convention, agreement had just been reached with the Railways following negotiations, conciliation, strike, strike-ending legislation, and mediation. One of the provisions of the agreement was the following: "As soon as possible after the signing of this Master Agreement, studies will be made of all jobs with a view to standardizing classifications and adjusting any job rate in any union group where it can be found that such rate is inequitable in its relationship with other job rates within such union group." Under this study, and without going into any details as to how it developed, rates of pay for Leaders, Mechanics, Signalmen and Maintainers were increased by 18.3¢ per hour to bring those rates into line with rates for similar classes in the Shop Crafts. Signal Foremen received an increase of ten cents per hour. These increases were applied as follows: Foremen, Leaders, Mechanics, Signalmen and Maintainers, 5¢ effective July 1, 1967 and 5¢ effective January 1, 1968. In addition, Leaders, Mechanics, Signalmen and Maintainers received 4¢ effective January 1, 1968 and 4.3¢ effective July 1, 1968. This was in addition to the 24% wage increase which had been obtained through joint negotiations and resulted in a total increase in the Signal Maintainer rate of 76.6 cents per hour, or 31.5% over a three-year contract. Also through this study, the Assistant Foreman, Leading Repairmen and Repairmen in the Canadian Pacific Signal Shop at Montreal received increases of 5¢ per hour effective July 1, 1967 and 5¢ per hour effective January 1, 1968, and six Assistant Repairmen positions were upgraded to Signal Repairmen. A reclassification of Signal Gang classes was agreed to on Canadian Pacific which brings the classes in line with classifications on other roads, with considerable upgrading and a minimum of downgrading.

The most recent joint negotiations in Canada were historical in that a tentative agreement by the Railways and our joint group was reached before the expiration date of the old contract. At the outset both parties indicated a desire to negotiate a contract rather than go through the usual motions of going to conciliation without attempting to negotiate, spreading a strike ballot, setting a strike date, and then reaching agreement under duress. There were indications that if the parties did follow the old course, the Government would bring in legislation forcing compulsory arbitration in esesntial services.

In these negotiations as in the previous round, the Shop Crafts decided to go alone, and we joined forces with the Clerks, Telegraphers, Maintenance of Way, Firemen and Oilers, Commercial Telegraphers, Sleeping Car Porters and Canadian Brotherhood of Railway, Transport and General Workers. A Mediator was supplied by the Minister of Labour to assist the parties in the negotiations.

On November 1, 1968, notice was served on the railways in Canada for 7% plus 20¢ per hour wage increase effective January 1, 1969, and a further 7% plus 20¢ per hour effective January 1, 1970; 10¢ per hour per employe to adjust wage inequities and establish differentials; 15¢ per hour premium for shift work; double time for overtime; accumulated sick leave at the rate of one and one-half days per month; Railways to pay full cost of the Employe Benefit Plan; two additional statutory holidays, double time with a minimum of eight hours at double time rates for time worked on holidays; two weeks vacation with pay after one year, three weeks after five, four weeks after twelve, five weeks after twenty years, and after twenty years of service, one additional day for each additional year; improvements in the Job Security Agreement; at least ten days notice in event of layoff; improvements in Bereavement Leave Agreement; Union dues to be deducted from first month of service; actual expenses when required to work away from home; car mileage allowance of 14¢ per mile; travel time on rest days and/or in the exercise of seniority; and no discipline for an employe who refuses to cross a legal picket line.

The first meeting between the parties was held on November 19, but the real negotiating commenced on December 12. From then until December 23, at 9:30 p.m., the Negotiating Committee met with either the Railways or the Mediator, or both, every day, and some nights. On December 23 our group reached tentative agreement with the Railways which provided the following: wage increases 6½% effective January 1, 1969 and 6½% effective January 1, 1970; life insurance increased from $2,000 to $3,000 and weekly indemnity in case of sickness or accident increased to $60.00 per week for a maximum of 26 weeks, and the Railways to pay the full cost of the Employe Benefit Plan; two weeks vacation with pay after one year, three weeks after fifteen years and four weeks after eighteen years; one additional statutory holiday, with improvements in the qualifications for holiday pay; an improved bereavement leave rule; not less than four working days' notice in event of layoff or job abolishment; car mileage allowance of 10 cents per mile; union dues to be deducted in the first month of service; and the right for each Union to serve notice on the Railways prior to March 31, 1970, covering any matter that is the source of dissatisfaction and which is not common to all Unions in the group.

With regard to the demand that an employe could refuse to cross a legal picket line without being disciplined, it was stated by the Railways, and confirmed by the Unions' legal advisor, that the Railways could not legally agree to such a rule. It was also agreed that the Job Security and Technological, Operational and Organizational Change Agreements would be reviewed.

In addition to the other wage increases, the Shop Crafts obtained a skill pay differential of 10 cents per hour, 5¢ effective July 1, 1969 and 5¢ effective July 1, 1970. We also obtained these increases for Foremen, Leaders, Mechanics, Signalmen and Maintainers.

J. W. Walsh is a Grand Lodge Representative assigned to headquarters. His main duty is editing and managing The Signalman's Journal.

The General Chairmen of our joint group met on January 3, 1969, and ratified the tentative agreement. Further talks were then held on the Master Agreement and the Job Security Agreement, and those agreements were completed and signed on January 29, 1969.

The Job Security Agreement provides compensation for employes with three or more years of service whose jobs are abolished or who are laid off. In 1962 the individual Railways began paying one cent per man-hour paid for in wages into a fund to pay this compensation. In 1964 agreement was reached with the Railways whereby an employe would establish credits at the rate of ⅓ per month or major portion thereof, and an employe with seven or more years of service who was unable to hold a job would receive $12.00 per week up to the number of units he held at time of layoff. He could also sever relations with the Railway and receive severance pay amounting to $12.00 times the number of credits held. It developed that this plan did not use up even the interest on the funds, and in December, 1967, the seven years qualification was reduced to five, and the $12.00 per week was increased to $25.00 per week. Even this change did not materially affect the funds which had been accumulating over the years.

In addition to the Job Security Agreement, the Railway Unions also had an agreement with the Railways covering technological, operational and organizational changes under which an employe who was required to change location because of such a change, received moving expenses, compensation for loss in sale of home, and incumbency pay if he was required to take a lower-rated job. If he was unable to hold a job he was entitled to severance pay in accordance with a scale which was included in the agreement. This agreement had one serious drawback in that it required individual agreements for each case of technological, operational or organizational change.

In the 1968-69 settlement it was agreed that both of

A. E. Lyon, our former president, retired as Labor Member of the Railroad Retirement Board in August 1969 and is now on our roster of retired Grand Lodge Officers.

these agreements would be reviewed and renegotiated. The upshot of this was that the two agreements were combined and the necessity for individual agreements was removed. A laid-off employe with three to five years of service could receive a maximum of $30.00 per week, or such lesser amount as when added to his Government Unemployment Insurance and/or outside earnings, would add up to 80% of his basic weekly rate at time of layoff, and an employe with five or more years of service would receive a maximum of $35.00 per week under the same conditions. Credits are accumulated at the rate of six credits per year for the first ten years of cumulative compensated service, and at the rate of eight credits per year thereafter. A money value is placed on the accumulated credits as follows: for an employe with less than five years service, $15.00 per month of cumulative compensated service to a maximum of $180 per year; for an employe with five but less than ten years, $17.50 per month of cumulative compensated service to a maximum of $210 per year; and for the eleventh and subsequent years, $23.33 per month to a maximum of $280 per year. This was done because a laid-off employe will not in all cases receive the full $30.00 or $35.00 per week because of unemployment insurance and outside earnings. An employe on layoff will continue to collect from the fund until the money to his credit is all paid to him. An employe with twelve or more years of service, on returning to work following layoff shall be credited with the accumulated money value he had to his credit at the time of layoff. An employe with three or more years of service who is laid off or displaced under conditions where such layoff is likely to be of a permanent nature, and who is required to relocate to hold work, is entitled to the following: payment of door to door moving expenses for his household goods and automobile, including packing and unpacking, insurance and up to one month's storage; an allowance of up to $200 for incidental expenses incurred in moving; reasonable transportation expenses to the new location and up to $50 for a single employe, up to $100 for employe and spouse, and up to $150 for an employe, spouse and dependents, for meals and temporary living accommodation; up to three working days leave without loss of basic pay; the cost of terminating an unexpired lease, up to the value of three months rent; or up to $3,000 for loss in the sale of his home. An employe who is required to take a lower-rated job due to technological, operational or organizational change will continue to receive the higher rate of the position he left until general wage increases applied to the basic rate of the job he is holding erase the incumbency differential. There are provisions for training laid-off employes with five or more years of service in another line of work, and there are provisions for additional payments to a laid-off employe who is eligible for early retirement under the rules of his pension plan and who takes such early retirement. The Railways continue to put one cent per man-hour paid for in wages into the individual funds, and are committed to keep a minimum of $1,500,000 in the Canadian National Fund and $1,000,000 in the Canadian Pacific fund.

This is considered to be an excellent agreement of its type, but there are still improvements to be made, and meetings are to be held this year for that purpose.

Employe Benefit Plan

In the Master Agreement of January 29, 1969, the Railways agreed to pay the full cost of Life Insurance, Weekly Indemnity, and the premium for basic medical and surgical benefits under the Employe Benefit Plan. Medicare was introduced in five Provinces during 1969 and the various methods of financing Medicare in some of those Provinces has made a shambles of the provision that the Railways will pay the full cost of the basic medical-surgical benefits. In British Columbia, Alberta and Ontario, Medicare is paid for by premiums, which to date the Railways pay in Alberta and British Columbia. Ontario included in Medicare some benefits which were optional, and paid for by the employes, under the Employe Benefit Plan. The premium is higher than the Railways were paying in Ontario before Medicare, so the Railways continue to pay the amount they were paying previously which leaves some for the employes to pay. Nova Scotia and Newfoundland increased sales taxes to finance Medicare so the Railways pay no premiums there. Manitoba at first set monthly premiums at $4.90 single and $9.80 married and the Railways paid this. With a change in the Provincial Government, income and corporation taxes were increased and the premiums were reduced to 55¢ monthly single and $1.10 married, which are the amounts the Railways now pay. Saskatchewan put Medicare into effect in 1963 and financed it entirely through taxes, so the Railways pay nothing there for medical-surgical benefits. The Railways do pay the full cost of life insurance and weekly indemnity, but there are three Provinces where the employes get no financial assistance in paying for medical-surgical benefits.

Negotiations with the Railways have been under way since November, 1969, in an effort to have them put up the same amount of money they were paying as of January 1, 1969, prior to the five Provinces getting into Medicare, and to distribute this in equal monthly amounts to all employes covered by our Employe Benefit Plan. In addition, there is a fund of about three million dollars which has accumulated over the years due to the good experience of the plan. The Railways say this should be their money because they are now

paying the full cost of the plan, and the Unions say that because the fund accumulated during the period when costs were shared 50-50, the employes are entitled to at least a half of the fund. The Unions and Railways are fairly close to agreement on the new proposals, and if agreement is reached, half of the three million dollar fund will be used to augment the amount paid to the employes.

Signal Training Plan, C.N.R.

In the report to the 1967 Convention it was reported that the C.N.R. had proposed reducing the training period from four years to two, and negotiations on a revised agreement were under way. The agreement was completed and signed on January 12, 1968. Trainees now receive four training periods in the schools of ten days each at six month intervals, and complete the course in two years. In addition to the regular training, which is known as Section I training, the C.N.R. has introduced another section to the program which includes instruction on advanced signaling and electronics which are not included in Section I. Section II training is available to all signal employes and participation is on a voluntary basis with senior applicants and those working on the more advanced equipment being given preference. Twenty-five applicants from each of the five Regions were given the first course material for home study, and examinations for the purpose of determining aptitude for the course have just been held, and Mr. G. A. Robertson, Training Officer, Montreal, reports that he is quite satisfied with the results. The groups will be reduced from 25 to the 16 who got the highest marks in the exam, and future training will be a combination of home study and classroom instruction. The course is expected to take about two years to complete.

Great Slave Lake Railway

In 1965 construction commenced on a 400-mile railway from the end of the Northern Alberta Railway to Great Slave Lake in the Northwest Territories to a mining project at that location. The Railway was completed in 1969 and in 1970 it was turned over to the Canadian National to operate. It is now a branch of Canadian National. There are two signal maintainers working on the railway and talks are now under way to have these two employes covered by our agreement with the C.N.R., and to have them included in the C.N.R. Mountain Region seniority territory.

Quebec, North Shore and Labrador Railway

In December, 1967, Confederation of National Trade Unions (CNTU), a syndicate of unions comprising about 250,000 members in Quebec, and very few members anywhere else, undertook to raid our membership and the membership of Maintenance of Way on the QNS&L. CNTU is not affiliated with the Canadian Labour Congress so they are not included in the no-raiding pact. The Steelworkers also got into the act on the grounds, they said, that we could not hold our members against CNTU. A charge of raiding against them was upheld by the C.L.C., and they eventually withdrew. CNTU claimed to have a majority of our members signed up and the case was dealt with by the Canada Labour Relations Board which directed that a secret ballot be taken. This was held along the Railway and in Seven Islands from May 17 to 20, 1968. There were 113 eligible voters. 97 ballots were cast; 52 voted in favor of the Brotherhood of Railroad Signalmen; 43 voted in favor of CNTU; 2 ballots were spoiled. General Chairman A. L. Christie, since promoted out of the ranks, and Brothers J. R. Booth, H. B. Richard and P. Vallee worked very hard to keep our members in the Brotherhood. They travelled across the 400-mile railroad and talked to all of the men, in both French and English. When it is considered that our membership on the QNS&L is predominantly French, and CNTU is distinctly French, their success is all the more remarkable. The Maintenance of Way was in a three-way fight with CNTU and Steelworkers, but they also managed to hold their certification.

Negotiations - Quebec, North Shore and Labrador Railway

Our agreement with QNS&L had a termination date of October 10, 1968, and on August 11, 1968, we served notice covering an almost complete revision of our agreement for wage increases of 20¢ per hour effective October 11, 1968, and an additional 20¢ effective October 11, 1969; a cost of living bonus; a longevity bonus of 5¢ per hour for employes with 5 to 10 years of service, 10¢ per hour for employes with 10 to 15 years of service, and 15¢ per hour for employes with more than 15 years; stand-by pay for being held on call; double time for overtime; two additional general holidays; improvments in regular vacations and extended vacation ranging from 5 weeks for employes with 5 years of service to 10 weeks for employes with 10 or more years of service; paid sick leave and improvements in the Employe Benefit Plan; and a non-contributory pension plan.

The other Unions on the Railway, i.e., Machinists, Maintenance of Way, Trainmen, Enginemen, and the Steelworkers, served similar notices about the same time. Due mainly to a change in management from railway people to mining people, we had great difficulty with the then current agreement, and it was decided that we should request an almost complete revision of seniority, travel and general rules. We had several meetings with the Company on these rules before getting into the question of money, vacations and the other demands. In the meantime, the Loading Dock workers, represented by the Steelworkers, were negotiating on the other demands, and the Railway Unions were at various stages of negotiations. On May 10, 1969, the Steelworkers went out on strike. Because the settlement of their dispute would have a direct effect on the settlements reached by the Railway Unions, those Unions decided to respect the picket lines of the Steelworkers. One of the main items of contention was the "Work Week Reduction Allowance" which had been introduced in the previous agreement and was a gimmick intended to maintain take-home pay for those who took a reduction in work hours without exceeding the hourly rates for Steelworkers in Schefferville and Labrador City who stayed on the 48-hour week. Men in service during the 48-hour week were paid the same hourly rate as Steelworkers but were given an additional amount to maintain take-home pay when hours were reduced to 44. Those who began work when 44 hours were in effect received a lesser amount, and those who began under the 40-hour week received no additional amount. So we had the spectacle of three different amounts being paid for the same job, and everyone wanted to get rid of it. The Machinists had been talking of going on strike also so the Company dealt with them and the Steelworkers simultaneously during the strike. This lasted

13 weeks and the strike ended on August 10. There was no strike at Schefferville and Carol Lake so our members did not stop work at those two points. In addition, some of our members continued to work "up the line," and Grand Lodge paid strike pay to about 30 who respected the picket line.

The new contracts run to February 29, 1972, three years and four months from the termination of the last contract. Hourly rates are increased in five steps. The base rate, Class 1, increases from $2.595 to $3.265, an increase of 67¢ per hour, and Class 7 increases from $3.645 to $4.455, an increase of 81¢ per hour. The Work Week Reduction Allowance was discarded by a system of bonuses computed under a complicated formula. Some samples of the bonus are the following:

	Payment One Week From Signing	One Year From First Payment	Total
Lineman, Class 5	$1,850+533	$1,775	$4,158
Technician, Class 7	2,000+578	1,807	4,385
Foreman	2,050+611	1,894	4,555

These samples apply to employes working when the 48-hour week was in effect. Those who started after the 44-hour week came in received a lesser amount, and those who started under the 40-hour week received a flat amount of $300. Because monthly rates were maintained when hours were reduced, monthly rated employes were not involved in the Work Week Reduction Allowance, and their monthly rates will not be increased during this contract, so the bonus is actually their wage increase over the term of the contract. Their hourly rates will increase for overtime purposes. Because of the establishment of uniform rates for similar classes on the entire project, at the end of the contract Class 7 monthly rate will drop by $6.86 per month, and the Foreman rate by $58.83 per month. At that time the Company will pay such employes a lump sum equivalent to twelve months of the difference in pay. There can be no question that the bonus idea sold the contract to the members and there was no difficulty in having it ratified, but there were additional benefits, including: extended vacation each five-year period of four weeks after five years of service increasing to eight weeks after ten years of service, effective from October 11, 1968; regular Sunday shift work paid for at time and one half, and work performed on Sunday in excess of eight hours or in excess of 40 hours per week paid at double time; overtime on work days, time and one half for the first four hours and double time thereafter; overtime on rest days other than Sunday, time and one half up to twelve hours and double time thereafter; on call outs, four hours at straight time or double time for hours worked, whichever is greater; on holidays, time and one half for eight hours, double time for the next four hours and double time and one half for hours over twelve; for employes at Schefferville and Labrador City, Northern Allowance of $40 per month for a married man and $25 for single; top class for a Lineman was 5, and this is now 6; board rates in camps and boarding cars on the Railway not to be increased during this contract; cancellation of the requirement that monthly-rated employes accumulate four hours at overtime rates per week before overtime would actually be paid; cancellation of the requirement that monthly-rated employes hold themselves available for call; a non-contributory pension plan; probationary period reduced from three months to two; and fifteen days notification in event of lay-off.

In January, 1969, the QNS&L changed its method of maintaining signals and communications from having employes stationed in camps along the line to setting up small gangs in boarding cars. There are two such gangs maintaining the signals and communications equipment along the 400 miles of railway. Helicopters are used to transport the men and their land transportation from job to job. This, and a drop in the amount of linework required, resulted in a loss of some thirty jobs out of approximately one hundred and ten prior to the change.

Canadian Railway Labour Association

The C.R.L.A., formerly Canadian Railway Labour Executives' Association, formed on April 29, 1965, to perform similar functions to those of the Railway Labor Executives' Association in the United States, continues in operation. During the past two years the Canadian Brotherhood of Railway, Transport and General Workers, and the Seamen's International Union, were admitted to membership and C.R.L.A. now represents all workers on the railways in Canada. During 1969, the research bureau which had been maintained in Montreal by the International Non-Operating Railway Unions, closed in Montreal and moved to Ottawa to become part of C.R.L.A. The first full-time Executive Secretary, Brother A. R. Gibbons, was offered and accepted a position with the Mediation Services of the Department of Labour in Ottawa. At present the position has not been permanently filled and Peter Carew, formerly our research director, is Acting Executive Secretary. The intention is to fill the position permanently this coming June.

Additional Demands

One of the terms of settlement in the 1968-69 negotiations was the right for each Union to serve notice on the Railways prior to March 31, 1970, covering any matter that is a source of dissatisfaction and which is not common to all Unions in the group. The Railways had the same right. The Canadian General Grievance Committee decided at its meeting last August to make use of this right and a large number of items were agreed on to be served on the Railways. The items include such things as protective clothing, life and accident insurance, scope rules, full expenses when required to work away from headquarters, free transportation and travel time to and from home on weekends, additional overtime for employes paid on the guarantee rate, and several other matters in the individual agreements. Accordingly, notices were served on the Canadian National, Canadian Pacific, Ontario Northland and Toronto, Hamilton and Buffalo Railways. C.N. and C.P. served demands on us which would have the effect of cutting out all overtime pay for employes on the guarantee until the guarantee hours have been worked, for accumulation of rest days for up to thirteen weeks at the option of the Railway, and the right to change starting times on 36 hours notice. Meetings have been arranged with C.N. and C.P. on May 7th and 8th which will be the start of some interesting negotiations.

Signal Work in Canada

New signal work in Canada is continuing at a heavy pace, particularly on Canadian National which has two large projects under way: replacing automatic signals with Centralized Traffic Control between Montreal and Toronto, about 300 miles of double track, and the same work between Jasper, Alberta and Vancouver,

B.C., about 530 miles of single track. Work started late in 1969 on a new automatic classification yard at Edmonton, Alberta, on Canadian National, and one at Calgary, Alberta, on Canadian Pacific. Canadian Pacific is also installing Centralized Traffic Control from Mission, B.C., to Roberts Bank, a distance of about 40 miles. Installation of crossing protection, hot box detectors and Automatic Car Identification is continuing.

Canadian Pacific contracted with WABCO to install the new classification yard at Calgary and WABCO brought two head men at the start and hired workers locally. Technical people will be brought over by WABCO at various times to handle the more technical part of the installation. An agreement was reached with WABCO on rates of pay for the employes, and WABCO is paying the premiums for Alberta Medicare. Also, WABCO agreed to a voluntary check-off of union dues for employes in the service and a compulsory check-off for employes hired thereafter. There were twenty employes in February and this number will increase as work progresses and as the yard becomes more completely built. One Leading Maintainer position is being advertised on the C.P.R. now for the yard, and more positions will be advertised before the yard is fully operative. This is the first Leading Maintainer position on the C.P.R. since the classification was first established in the reclassification of gang classes in 1969.

Membership in Canada is holding steady at between 1450 and 1500, which includes the QNS&L. This is due entirely to the large projects on Canadian National since we suffered a combined loss of about one hundred jobs on Canadian Pacific and QNS&L over the past year. However, it is expected that a number of the lost jobs will be re-established during 1970.

Representation Elections

WITHIN THE FIRST YEAR OF THE CURrent term of your Grand Lodge Officers, our Brotherhood was involved in three elections to determine who, if anyone, would be the bargaining representative for and have jurisdiction over the work of certain groups of employes on four United States carriers.

Two of those elections involved employes engaged solely in radio and other communications work on the Kansas City Terminal Railway, the Texas and Pacific Railway, and the Texas and Pacific—Missouri Pacific Terminal Railroad of New Orleans.

In both instances the employes involved were not represented by any organization, and in evident recognition of our Brotherhood's ability and progressive attitude they approached our General Chairmen and authorized our Brotherhood to represent them.

Agreements have now been completed with each carrier, and our new members and their work are fully covered and protected by them. We are, of course, pleased to report to you our successful conclusion of these cases and to extend the hand of welcome and Brotherhood to our new members.

Claims Submitted To Grand Lodge

ALL UNSETTLED DISPUTES GROWING OUT of the interpretation and application of agreement rules on the various carriers which are referred to the President's office for further handling, are reviewed by a committee designated by the Grand Executive Council under Article I, Section 41 of the Constitution.

At the beginning of the period covered by this report, there were 69 such cases on hand at headquarters. During the period covered by this report, 650 additional cases were received at headquarters for review and consideration for further handling. Following is a list which shows the action taken in these cases.

219 Returned (insufficient merit, settled on the property, withdrawn at request of General Committee, being held in abeyance, etc.).
51 Submitted to Special Board of Adjustment No. 605 (the Disputes Committee established under the February 7, 1965 Agreement).
2 Submitted to Special Board of Adjustment No. 608 (the Disputes Committee established under an agreement [with an individual railroad] which is similar to the February 7, 1965 Agreement).
76 Submitted to Public Law Boards (Special Board of Adjustment under the 1966 amendments to the Railway Labor Act, referred to as PL Boards). This includes some already being progressed at the beginning of this report period.
363 Submitted to Third Division, National Railroad Adjustment Board.
88 On hand March 31, 1970, and awaiting further handling.

The number shown as submitted to the National Railroad Adjustment Board includes those that were later withdrawn because they were settled on the property, or for presentation to a PL Board. It also includes some that contained an issue involving the February 7, 1965 Agreement, in which case the dispute was submitted to the Third Division and to the Disputes Committee established under the February 7, 1965 Agreement. In some instances, several cases were combined and submitted as one dispute. In addition to the 51 shown above that were submitted to the Disputes Committee under the February 7, 1965 Agreement, the carriers submitted ten to that Committee, some involving issues related to cases being progressed by us.

National Mediation Board Cases

THERE WERE SEVENTEEN CASES PENDING before the National Mediation Board when the last report was prepared. Since then ten additional cases have been submitted, making a total of twenty-seven cases to be handled. Of these, twenty-two have been closed out and five are pending.

National Railroad Adjustment Board

AT THE BEGINNING OF THIS REPORT PERIod, viz., April 1, 1967, there were 174 SG cases before the Third Division formally accepted and given a docket number.

300 SG cases were docketed by the Third Division between April 1, 1967 and March 31, 1970. During the same period 340 awards were rendered—296 dealing with the issue presented and 44 granting withdrawal of the dispute. As of March 31, 1970, there were 134 cases docketed with the Third Division. 63 of the 134 cases docketed involved notice to alleged third parties.

Conclusion

The activities summarized here do not begin to tell the complete story of our Brotherhood's service to our members. However, we have made definite progress and will continue to progress with your support. Our goals and objectives are set high and there is not the slightest doubt in our minds about our determination and ability to achieve whatever goals we set out to obtain.

Grand Lodge Officers Announce Retirement

IN ACCORDANCE WITH THE existing practice of retiring after reaching age 65, it is with regret that we must announce that three of our Grand Lodge Officers will retire this year and will not seek re-election.

Vice President G. Orndorff, Chairman of the Grand Board of Trustees William H. Lewis, and Trustee W. D. Wilson will retire on September 30. All have ably served our Brotherhood for many years and will be deeply missed.

Vice President Orndorff has served the Brotherhood of Railroad Signalmen in many capacities for many years. He has served as our representative on the National Railroad Adjustment Board since 1948. Brother Orndorff has been a most valuable asset to our organization, and his knowledge, ability, sincerity and dedication to doing a job well will be sorely missed by those who have had the opportunity and privilege to be closely associated with him for many years.

Vice President Orndorff started work on the Baltimore and Ohio in 1925 and joined Local 31 the same year. He served Local 31 as local chairman in 1940 and was general chairman from October 1941 until the time of his appointment as grand lodge representative in June 1945.

In April 1948 Brother Orndoff filled the position of manager of the Signalman's Journal, and at our 1948 convention in Milwaukee, Wisconsin, he was elected vice president and member of the National Railroad Adjustment Board, Third Division.

Vice President Orndorff succeeded Dan Helt who was grand chief from 1917 to 1934 and became our first and original board member under provisions of the Railway Labor Act of 1934.

Brother W. H. Lewis, who has served as a member of the Grand Board of Trustees since 1941, and chairman of the board for twenty-five years, will not be a candidate for re-election as trustee.

The delegates to our conventions have had the opportunity for many years to see and hear Brother Bill as he carefully and cautiously explained the Grand Lodge financial structure to them. Brother Bill is commonly referred to as chairman of our "watchdog committee" and no man has ever served in such capacity with more honesty, sincerity and integrity than Brother Bill Lewis.

Brother Bill started on the Santa Fe in November 1922 as a helper and joined Local 161 on April 1, 1923 in La Junta, Colorado. He has served as general chairman of the Santa Fe General Committee since 1933. The system committee meeting in 1944 made the general chairman's position full time and Brother Bill has served continuously ever since.

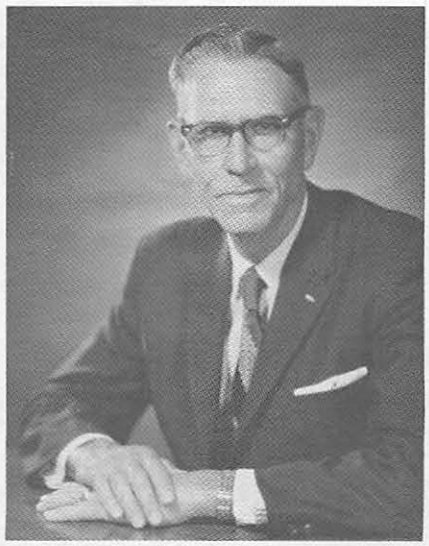
Brother W. D. Wilson has served as a member of the Grand Board of Trustees since 1952 and has reached retirement age. Brother Bill has been a most efficient, dedicated officer of our Brotherhood and along with Brothers Lewis and C. R. Scott, Trustee from Canada, has provided our Brotherhood with many years of conscientious service in insuring that our finances were adequately protected and maintained.

Brother Wilson has been a member of the Brotherhood since 1923 and was elected chairman of Local 45's Grievance Committee in 1935.

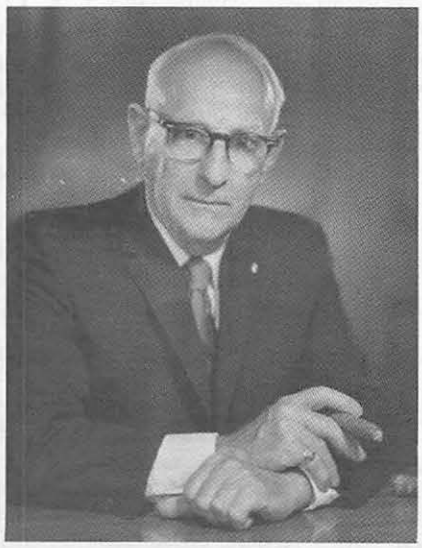
He became general chairman of the Erie System Committee in 1937 when the Erie merged with the DL&W. Brother Bill was elected to serve as the general chairman for the merged committee.

Much credit must be given to Brothers Orndorff, Lewis and Wilson for their loyal, dedicated service to our Brotherhood and our membership. We wish each of them many, many healthy and happy years of retirement and in behalf of our Grand Lodge Officers and staff we say, "Thanks for a job well done."

G. Orndorff



Wm. H. Lewis



W. D. Wilson

Open Enrollment For Retired Railroaders, Widows, Dependents Age 65 Or Over

Medical Requirement Waived for Limited Time

ARRANGEMENTS HAVE RE-cently been completed by representatives of the participating Labor Organizations and The Travelers Insurance Company for an open enrollment period July 1 to September 30, for those eligible employes and their spouses or widows not now insured under Group Policy GA-23111. This enrollment is limited to those persons age 65 or over for Plan D benefits of Group Policy GA-23111. No medical or physical examination will be required during this special enrollment period.

Employes who are not insured under the plan are eligible to enroll during July, August or September, 1970 provided they were previously insured under Group Policy Contract GA-23000 or one of the former policies replaced by GA-23000.

Employes who are insured for themselves only under GA-23111 may at this time expand their insurance to include their spouses who are age 65 or over. In addition, widows who are age 65 or over of formerly insured employes are eligible to enroll and may continue the plan until they remarry.

Plan D has been especially developed to complement full Medicare benefits. Anyone not enrolled for the voluntary portion of Medicare (Part B) will not have the maximum available coverage.

Briefly, here is what Plan D of GA-23111 provides:

In general, Part A of Medicare (the Hospital coverage) will take care of Hospital Room and Board charges, up to the semi-private rate, incurred during the first 60 days of a spell of illness, except for the first $52, which you must pay yourself. Plan D of GA-23111 will take care of this charge. If you should be confined beyond 60 days, Medicare requires you to pay $13 per day toward the Hospital costs through the 90th day, at which time Medicare benefits cease. Plan D will also pick up this $13 daily charge and, in addition, provide reimbursement equal to the Hospital's semi-private rate up to $30 per day for an additional 90 days after Medicare coverage stops.

Persons enrolled under Part B of Medicare (coverage for Doctors' services and other medical services and supplies) are eligible for reimbursement at 80 percent of the charges for those services and supplies after the first $50 has been paid by the patient. To help you meet this expense, Plan D of GA-23111 will take care of the first $50 of the total of all charges for Surgery, In-Hospital Doctors' Visits, Laboratory and X-ray Examinations and Out-Patient Charges incurred during a calendar year.

In addition, Plan D gives insured persons the protection of a Major Medical Expense Benefit plan which will pay 80 percent of "covered expenses" which exceed the sum of a calendar year cash deductible of $50 plus any other benefits payable under this plan or under Medicare. Up to $10,000 may be payable during any person's lifetime. There is a further

(Cont'd. on page 159)

PLAN D GA-23111

This Completed Form Together With The Required Payment Is To Be Sent To:

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

NAME OF EMPLOYEE *(Please Print)*			SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE	EMPLOYEE NO.	DATE LAST WORKED
Last	*First*	*Middle Initial*		*Mo Day Yr.*		*Mo. Day Yr.*
ADDRESS OF EMPLOYEE				DATE OF BIRTH SPOUSE	NAME OF EMPLOYER (RAILROAD)	
No. and Street	*City*	*State* *Zip*		*Mo. Day Yr.*		
REPRESENTED BY WHAT UNION?			DEPARTMENT	DIVISION		LOCATION

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT
Employee only age 65 or over	☐ $6.00
Dependents only or Widow age 65 or over	☐ $6.00
Employee and Dependents both over age 65	☐ $12.00
One Parent – age 65 or over	☐ $7.00
Two Parents – age 65 or over	☐ $14.00

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan as described in the folder (Form GI-47635) furnished to me in connection with Group Policy GA 23111. I also understand that I will be notified directly by The Travelers Insurance Company of my acceptance and billed for my next payment.

Signature of Employee _____ Date _____

GI-47635X PRINTED IN U.S.A.

YOUR WASHINGTON Reporter

By Michael Marsh

RAILROAD PASSENGER SERvice in the United States seems on the way to resurrection from potential doom. Legislation to preserve such service through a semi-public National Rail Passenger Corporation was headed toward enactment by Congress at this writing.

The legislation swept through the U.S. Senate by a vote of 73 to 3 and moved toward action in the House following hearings before the House Interstate Commerce Committee. At these hearings, appeals for quick approval of the measure came from spokesmen for rail unions, the railroads, the Department of Transportation and others.

As heretofore reported, the bill that passed the Senate represented a compromise between a subsidy plan sponsored by leading senators and a Railpax corporation proposed by the DOT, but scuttled by the Nixon Administration. Now the Administration is backing the compromise.

Sen. Vance Hartke (D., Ind.), chairman of the Senate Surface Transportation subcommittee, who piloted the agreed-upon measure through the Senate, declared that it "will not only save what is evidently now a dying railroad passenger service in America, but will revitalize it."

Under the legislation, the DOT would, after study, formulate a basic national system of rail passenger service, and a National Railroad Passenger Corporation would be established to operate it. How many of the present 450-plus intercity trains would be kept under the plan was not spelled out in the bill, but Sen. Winston Prouty (R., Vt.), a co-sponsor, predicted that 80 percent would be retained as a starter.

Governing the new corporation would be eight directors chosen by the President of the U.S., three by common stockholders and four by preferred stockholders. At least one of the directors named by the President must represent consumers.

The legislation provides that the corporation would take over the basic intercity rail passenger service on March 1, 1971 by contract with the railroads, which would supply the crews. This basic service would have to be maintained at least until January 1, 1975, but the corporation may expand and improve it.

Federal funds totalling $175 million in grants and loans would be provided to help get the corporation under way; to buy new rolling stock and finance rehabilitation and to aid the system in other ways.

Also, participating railroads would pay to the corporation (in cash or kind) a sum equal to at least half of their 1969 passenger service deficit, and in turn would be relieved of their obligation to maintain inter-city passenger runs on their own. Those refusing to participate in the corporation would not be allowed to discontinue any passenger trains before January 1, 1975. In all, the corporation would have access to an estimated $300 million in capital at the outset.

Further, as reported in this column last month, the legislation carries protection for employes affected by any passenger service discontinuance, and it specifies that the new corporation must not contract out work normally done by rail workers.

* * *

Secretary of Transportation John Volpe, hailing the plan for a passenger service corporation, declared that "with financial support from the railroads and the federal government, the new corporation would be sufficiently capitalized to permit it to purchase new equipment and to institute an efficient integrated transportation system throughout the country."

In testimony to the House Interstate Commerce Committee, Volpe described the proposed corporation as a bold new approach to saving passenger service and he urged "early, favorable consideration." He said the setup would have "a good chance of becoming a sound and successful enterprise."

Volpe warned against expecting "dramatic overnight changes" in passenger service, but declared over the long pull, "new equipment can be purchased, roadbeds improved, terminals modernized and other quality-of-service improvements achieved."

He voiced his conviction that "there is a very real need for intercity passenger service and it can be provided on an economically self-sustaining basis" under the planned semi-public corporation.

Spokesmen for railway unions, at the House committee hearings, strongly backed the aims of the Senate bill, but urged a number of amendments to strengthen the measure and clarify some provisions.

These amendments would provide clearer protection for railroad employes affected by enactment of the legislation. Also, they would require that:

- The Secretary of Transportation shall consult with representatives of employes and the carriers before establishing the basic national rail passenger system.
- There shall be at least one employe representative on the corporation's board of directors.
- The new corporation will take over, or use, non-operating as well as operating workers employed in passenger service.
- Grants and loan guarantees for the new corporation should be increased.
- Representatives of employes should be able to sue where violations of the new law occur.

* * *

Railroads glumly reported a sharp decline in profits for the first quarter of 1970, but their prospects for the rest of the year brightened when the Interstate Commerce Commission "okayed" a 5 percent interim freight increase, pending a decision

Attend Your Union Meetings

on the railroads' appeal for a 6 percent boost.

The new rates are estimated to yield the carriers nearly $500 million a year in added gross revenues. The interim raise was approved despite strong objection from government departments, some state regulatory agencies and various shippers.

Carrier spokesmen expressed disappointment that the ICC did not grant the full 6 percent increase at once. They claimed that the "acute financial condition" of the railroads, and mounting costs, required at least the 6 percent advance. Some of them indicated a further freight rate boost would be sought before the year is up.

Meantime, the ICC in its interim ruling declared that if it later finds the final increase should be less than 5 percent, then refunds would have to be made to shippers.

As for profits in the first quarter, the railroads reported a net operating income of $60 million, down 57 percent from the same 1969 quarter. This decline occurred despite a rise in gross operating revenues to a new high of $2.8 billion. Railroads said operating costs increased faster than revenues.

* * *

Railway unions won a major round in their battle for strong safety legislation when the House Interstate Commerce Committee approved a bill that contains substantial improvements over a weaker measure passed by the Senate.

Under this House version, existing federal rail safety laws, such as those dealing with locomotive and brake inspection, as well as hours of service, would stay in effect, unlike the Senate bill which would repeal them.

The existing laws cover about 5 percent of the causes of railroad accidents and the new legislation would empower the DOT to lay down rules enhancing safety in the other 95 percent as well, thus insuring 100 percent coverage.

Also, the House version would empower states to adopt stiffer standards than those that might be set up by the DOT and would allow states to go into federal court to seek enforcement of standards where the federal government fails to act.

Among other features, the House bill boosts the maximum penalty for violations to $2,500, as against $1,000 in the Senate bill, with each day of violation constituting a separate offense.

Canadian Rail Unions Launch Pension Reform

REPRESENTATIVES OF CANADIAN RAILWAY UNIONS HAVE launched the pension-reform express at meeting in Edmonton.

The meeting on pension issues coincided with the announcement that the Commons Transport and Communications committee will investigate one of the country's biggest pension funds, the Canadian National Railways' retirement plan.

The meeting resolved to ask the CNR and the Canadian Pacific Railroad to pay the whole shot for their pension plans for workers and to increase the pay-out factors.

Low base

Pensioners retiring today receive a monthly stipend based on 1 percent of the first $5,300 in their final salaries ($53) and 1½ percent of the average wages of their last five years of service.

The railway pension conference approved a resolution calling for a 2 percent factor and a cost-of-living escalator.

Railway officials say they may be bound by the federal CN Act not to negotiate pensions without changes in the law.

Also approved by the confernece was a call for bigger pensions for retired employes whose payments have been rotted away by inflation.

Can't negotiate

Management always has contended that railway unions do not represent retired workers, only current employes, and therefore cannot negotiate for pensioners. Of course, management will one day have to recognize the unions as negotiators for past employes as well.

The Transport Committee is chaired by former CN engineer Charles Turner, who represents London (Ont.) East for the Liberals.

He says he will summon CN executives if necessary in the hearings to get answers about the railroad's plan.

The questions include: Why does the railroad want about half its debt of roughly half a billion dollars to the pension fund, written off?

Report "dynamite"

William M. Mercer Ltd., the country's biggest actuarial concern, acted as pension consultant to the CN on its triennial review of the plan. The report, says one railway union source who has had a brief glimpse of it, is "dynamite."

The fund had assets of $1.4 billion in 1968, the last year for which the CN's figures are complete. (The figure is exaggerated since it should be reduced by some $600 million to show the amount CN owes it.) It paid out $53.5 million to 34,768 pensioners in 1968.

It was noted that in 1935 the CN was paying yard workers 42 cents an hour and pensioned them at $25 a month. "Thirty-five years later they're paying $2.63 an hour—six times as much—but the pension is still $25 a month," he said recently. That's ridiculous."

CLASS I LINEHAUL RAILROADS HAD 564,344 employes as of the middle of March 1970, down 1.63 percent from mid-March 1969, says ICC.

Open Enrollment for Retired Railroad Widows, Dependents Age 65 or Over

(Cont'd. from page 157)

provision for restoration of the Major Medical Benefits already paid but not to exceed $1,000 each January 1st.

A pamphlet fully describing the benefits afforded under Plan D of GA-23111 will be furnished when your enrollment form is accepted by The Travelers.

To secure this valuable protection you should do the following:

COMPLETE IN FULL THE ENROLLMENT CARD SHOWN HERE.

In completing the form, a widow should show "Mrs." with the given name of her deceased husband.

MAIL THE COMPLETED ENROLLMENT FORM (WHICH REQUIRES YOUR SIGNATURE) ALONG WITH YOUR CHECK OR MONEY ORDER FOR THE REQUIRED PLAN D MONTHLY PAYMENT DIRECTLY TO:

The Travelers Insurance Company
P.O. Box 3002
Group Department—Railroad Division
Hartford, Connecticut 06101

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr.
Hooper, Steves & Kerry
200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones,
1010 Houston First Savings Bldg.,
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Payne H. Ratner, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. (213) 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104
Piehler & Allerdice
924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, Ariz. 85719. John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. (316) 262-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

New Benefit Year for Unemployment and Sickness Benefits

JULY 1 IS THE FIRST DAY OF the 1970-71 benefit year for railroad unemployment and sickness benefits. These programs are designed to protect you, during your railroad career, by helping to make up for a temporary loss of income if you lose your job or you get sick or injured. All employes, therefore, should be aware of the benefits provided and how to claim them.

These benefits are paid for all days of unemployment and sickness over 4 in 14-day claim periods except that for the first 14-day claim period for sickness in each benefit year, benefits are paid for all days over an initial 7-day waiting period. Most claimants receive the maximum daily benefit rate of $12.70, which means that your benefits for a 14-day claim period can be as much as $127. Normal unemployment and normal sickness benefits are each payable for up to 130 days, but may not exceed the total of your qualifying earnings. Extended benefits of each type can be paid for an additional 65 days if you have 10 years of service, or an additional 130 days if you have 15 years of service. To be eligible for extended benefits you must not have voluntarily retired, not have left work voluntarily without good cause (for unemployment), and be under 65 years old (for sickness).

You are qualified in the new benefit year if you had railroad earnings of at least $1,000 in calendar year 1969, not counting more than $400 for any one month. If you had no railroad service before 1969, you need service in at least 7 months of that year to qualify. However, if you have at least 10 years of service, you may under certain conditions be eligible for benefits beginning July 1, 1970, even if you did not earn $1,000 in 1969.

For instance, if you did not earn $1,000 in calendar year 1969, you can still receive extended unemployment or sickness benefits in the new benefit year if you have 10 years of service and received any normal benefits in the 1969-70 benefit year.

Also, if you do not qualify for normal benefits on the basis of your 1969 earnings or for extended benefits from the 1969-70 benefit year, you may qualify for accelerated benefits from July 1, 1970 on the basis of your 1970 railroad earnings. To be eligible for benefits on this basis you must have earned at least $1,000 in 1970, have 10 years of service and be unemployed or sick for at least 14 consecutive days. Other conditions for eligibility are the same as those given above for extended benefits.

If you become unemployed, you should register for benefits each week with an unemployment claims agent. Since agents are railroad employes, you can usually find one at or near the location of your railroad job. After the claims agent takes your claim for unemployment benefits, he sends it to a Board district office.

Applications for sickness benefits (Forms SI-1a & b) can be obtained from railroad employers, railroad labor organizations, or any Board office. An application (which includes a doctor's statement of sickness) is required at the beginning of each spell of sickness. The Board suggests that you obtain an application to keep on hand for use in claiming sickness benefits. It is a good idea for your family to know where you keep the form and how to use it. Keep your BA-6, Certificates of Service Months and Compensation, with the form, so that all your necessary records, particularly your social security number, are readily available.

If you become unable to work because you are sick, you should complete your application for benefits, take it to your doctor for completion of his part of the form, and then mail it directly to Railroad Retirement Board headquarters in Chicago. This should be done by the seventh day of the illness for which benefits are claimed, and the right-hand section of your Form BA-6 should also be enclosed. If you are too sick to complete the application, someone else may do this for you. If the application is not filed on time, benefits may be delayed, or in some cases even lost if no acceptable explanation for the late filing is given.

The Railroad Retirement Board publishes informational pamphlets on unemployment and sickness benefits. You can obtain these pamphlets without cost at any Board office or by writing to the Board's Information Service, U.S. Railroad Retirement Board, 844 North Rush Street, Chicago, Illinois 60611.

Evelyn Jensen recently retired from our Grand Lodge Office staff. Mrs. Jensen is shown above signing her retirement papers in the presence of J. Woodcock, Retirement Board; former Secretary-Treasurer P. T. Drummond; Neil Speirs, Labor Member, RRB; and President C. J. Chamberlain.

Labor Urges National Health Insurance Plan Adoption For All Americans

IN THE AFFLUENT UNITED States, the cost of a major illness is such that 9 out of 10 Americans are medically indigent right now—unable to pay the high costs of health care without severe economic sacrifice.

The country's spending for health reached $60.3 billion in fiscal 1969. Per capita health expenditures rose 11 percent over the previous year, fiscal 1968. Public outlays for health rose nearly 15 percent in one year. Payments for hospital care increased 17 percent in one year and reached a total of $22.5 billion in fiscal 1969.

Looking ahead it appears that there is no end in sight for these soaring costs. American Hospital Association representatives testified recently before the House Ways and Means Committee that the average daily room rate would rise to nearly $100 a day by 1973. In fiscal 1969, expenditures for physicians' services also rose 9 percent over the previous year.

A program, providing universal coverage, comprehensive benefits, adequate financing and assurance of high quantity health services for all Americans has long been the goal of organized labor. As early as 1938, both the AFL and CIO repeatedly endorsed a National Health Insurance program for all Americans; now, as AFL-CIO President George Meany has pointed out, the need is even greater.

President Meany has called for a National Health Insurance Program that would not interfere with the clinical practice of medicine. The Brotherhood of Railroad Signalmen strongly supports such a program. Benefits under the program, Meany has said, would be broad, covering hospitalization, physicain services in the office, home and hospital, extended care as well as custodial care in nursing homes, home health services, outpatient and inpatient psychiatric services, eye examinations and prescriptions. Preventive health services such as physical examinations would be covered for members of comprehensive group practice payment plans or in community multi-phasic diagnostic centers for those beneficiaries who prefer to receive benefits from a physician on a fee-for-service basis.

Universal coverage would be provided, including not only the working population and their families, but also the unemployed, students in school and those on public assistance. Rather than a separate program for the poor such as Medicaid, all citizens would be covered on an equal basis.

Three-part Financing

The program could be financed on a tripartite basis under Social Security, probably with the employer paying one-third, the employe paying one-third, and the federal government participating by paying one-third from general revenues.

Physicians would be given a choice of practicing full time under the program or combining care of patients paid for by the program with care of those who prefer to pay for their care privately or of continuing to practice full time outside the program. Whether caring for prepaid patients or for others, physicians would be free, as they are now, to practice alone or as members of a group. Physicians would also be free to choose to be paid by fee-for-service or by capitation, that is, periodic payments for each individual or family covering total health care.

"You shouldn't be doing this! You don't carry a carpenter's card, you know!"

Patients should have not just free choice of physicians but also free choice of health delivery systems. The National Health Insurance program would allow maximum flexibility in methods of paying for services so that innovations and experiments designed to develop new ways of delivering health care would be encouraged.

Labor is particularly interested in what the financial impact of National Health Insurance would be on workers. Workers pay, on the average, one-seventh of the cost of their private health insurance. This means that workers today are paying for nearly two-thirds of their total health care costs. Under National Health Insurance, they would pay one-third in contributions plus 20 percent out-of-pocket or a total of 53 percent.

In its drive to have National Health Insurance established, the AFL-CIO is supporting a bill introduced by Congresswoman Martha W. Griffiths (D.-Mich.). Many of the provisions of the AFL-CIO proposal are incorporated in the Griffiths bill. AFL-CIO President George Meany has called for support of the Griffiths bill.

What the Griffths Bill Provides

Following are the details of Congresswoman Griffiths' bill for a national health insurance program.

Coverage

Coverage for every man, woman and child who has resided in the United States for one year or more.

Benefits

Comprehensive health benefits, including unlimited hospitalization; physician services, including surgery, subject to a small $2 cost-sharing charge per visit after the first visit; preventive care and physical examination; nursing home care as required and without limits; home health services subject to a $2 charge per visit, and rehabilitation services.

Comprehensive dental services for all children under age 16, subject to a $2 cost-sharing charge per visit after the first visit. Dental examinations and prophylaxis provided at no cost to the patient.

Eye care including an allowance for eyeglasses and frames. Prescription drugs.

Financing

The bill would finance the program by taxing employes one percent of payroll under Social Security (employes now pay six-tenths of one percent under Medicare). However, unions could negotiate to have the employer pay even this amount. The employer tax would be three percent, and the federal government would match the employer contribution from general revenues. The self-employed would pay as they do now under Social Security. The unemployed would be exempt from payment but entitled to all services.

Exclusions and cost-sharing

Only over-the-counter, non-prescription drugs, dental services for adults and custodial nursing home care are excluded. There would be no consumer payments for institutional care in hospitals, skilled nursing homes, mental or tuberculosis hospitals. There would be, however, a $2 charge for each visit to a doctor or dentist or for home health services, except that there would be no charge for the first visit to a doctor or dentist for diagnosis of illness, a physical examination or cleaning of teeth.

Such out-of-pocket expenses would be limited to $50 for an individual or $100 for a family.

Cost control—Quality standards

Effective cost control is built into the bill. Rather than paying individual physicians on the basis of "usual and customary" fees, groups of physicians would contract with government to provide medical services to beneficiaries under an agreed-to budget.

Hospitals would not be paid on a cost-plus basis as they are now. Hospitals would also have to operate under a pre-negotiated budget.

Freedom of choice

Patients would have free choice of physician, and physicians would be free to participate or not to participate in the National Health Insurance program on either a full-time or part-time basis.

THE ITALIAN LABOUR MINISTRY has found a new way of referring to the unemployed. It calls them "available manpower."

Government Reorganization

PRESIDENT NIXON SET IN MOTION A MAJOR REORGANIZATION of the Executive Branch of the government aimed at giving the White House a tighter control over Federal programs and agencies. He shuffled his Cabinet to draft the men he wanted for the expanded White House operation.

Labor Sec. George P. Shultz was tapped by the President to head a new top-level Office of Management & Budget.

Under a reorganization plan that has cleared Congress, the new office will oversee the operations of government programs, determine where Federal money will be spent, and evaluate how well it is being spent.

President Nixon said that James D. Hodgson, now under secretary to George Shultz, will be Secretary of Labor.

Earlier, in an unrelated Cabinet shift, President Nixon announced that Health, Education & Welfare Sec. Robert H. Finch will join the White House staff as a senior presidential advisor. Robert Finch will be succeeded as HEW secretary by Elliot L. Richardson, currently Under Secretray of State.

AFL-CIO Pres. George Meany said George Shultz "has served with distinction" as head of the Labor Dept. "He has fully deserved the confidence that American workers, their unions and the AFL-CIO have placed in him."

President Meany extended the AFL-CIO's "congratulations and good wishes" to James Hodgson, promising that "he will receive the same cooperation accorded to his predecessor by organized labor."

James Hodgson came to the government from management ranks, having served as vice-president for industrial relations at Lockheed Aircraft Corp.

Grade Crossing Accidents Show Slight Decline

RAIL-HIGHWAY GRADE crossing accidents and resulting casualties have declined slightly for the third year in a row, according to a report made public by the Department of Transportation's Federal Railroad Administration.

In its annual report entitled *Rail-Highway Grade-Crossing Accidents,* FRA listed the total number of accidents in 1969 as 3,774. These resulted in 1,490 persons killed and 3,669 injured. This marks a 1.1 percent decrease, as compared with 1968, in the number of grade crossing accidents and a 3 percent decline in the number of casualties.

YOUR MONEY'S WORTH
by Sidney Margolius
TAX TIP FOR PART-TIMERS
STUDENTS AND OTHER PART-TIME OR TEMPORARY WORKERS CAN HAVE AS MUCH AS $1725 A YEAR INCOME FOR 1970 WITHOUT OWING ANY TAX AS THE RESULT OF NEW RULES. MOREOVER, THEY NO LONGER NEED GO THROUGH THE RED TAPE OF FIRST HAVING TAXES WITHHELD AND THEN FILING FOR A REFUND. ANYONE WHO EXPECTS HIS EARNINGS WILL BE UNDER $1725 FOR 1970 CAN REQUEST THAT HIS EMPLOYER NOT WITHHOLD TAXES!
UNDER $1725
RED TAPE
RED TAPE
YOU DO HAVE TO CERTIFY THAT YOU EXPECT NO TAX LIABILITY FOR THIS YEAR AND HAD NONE THE YEAR BEFORE.
BIBLE
BIBLE
BIBLE
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE COOPERS INTERNATIONAL UNION OF NORTH AMERICA.
UNION MADE
ILGWU

Pointing to the magnitude of the problem, he noted that of the approximately 225,000 rail-highway grade crossings in the country, only 45,000, or 20 percent, are equipped with flashing lights or other means of automatic protection to warn of train approach.

The Department of Transportation, through the Federal Railroad Administration and the Federal Highway Administration, has been actively engaged in a program aimed at reducing the Nation's grade crossing accident toll. The purpose of the FRA report is to direct attention to the hazards inherent at public grade crossings, and to provide basic statistical information in support of the overall DOT program.

ed as Alternate No. 1 and Brother W. B. Alexander, as Alternate No. 2.

A motion that the Hamlet meeting be changed and in the future, held on the third Sundays of May and November, carried. The financial secretary will mail cards to the membership notifying them of the meeting place, date, time and names, addresses and telephone numbers of officers.

General Chairman G. F. Harper was present and gave an interesting report on claims and grievances settled and in the process of handling. He also informed all present of the outcome of recent conferences with management.

Grand Lodge Representative J. T. Bass was present and given the opportunity of addressing the local. Brother Bass gave an interesting report of Grand Lodge's activities and his participation in conferences with management. He advised us of progress being made on our current wage movement and advised that a Section 6 notice for improved fringe benefits would be served on management by the general chairman on May 18.

We were happy to have Brothers Maness, Ezell, James, Mitchem, Baldwin and General Chairman Gross from Local 84, present at our meeting. Brother Gross was congratulated on his election to General Chairman of Local 84. Brother Gross spoke briefly, voicing his pleasure in working with General Chairman Harper.

Members of Local 105 are reminded that the next meeting will be held in Jacksonville, Florida on September 12.

Those present at this meeting were: Brothers W. B. Alexander, I. W. Goodwin, J. F. Power, V. E. Smith, M. F. Hinsley, H. L. McCrimmon, H. A. Blume, J. McDaniels, T. W. Walker, W. H. Robinson, J. E. Graham, S. R. Jenkins and G. A. Harrington.

G. A. HARRINGTON

Canadian National

Quebec, Can. (205). General Chairman C. R. Scott opened the March 11 meeting of Local 205, obligated Brother L. Bouchard, who then presided over the remainder of the meeting.

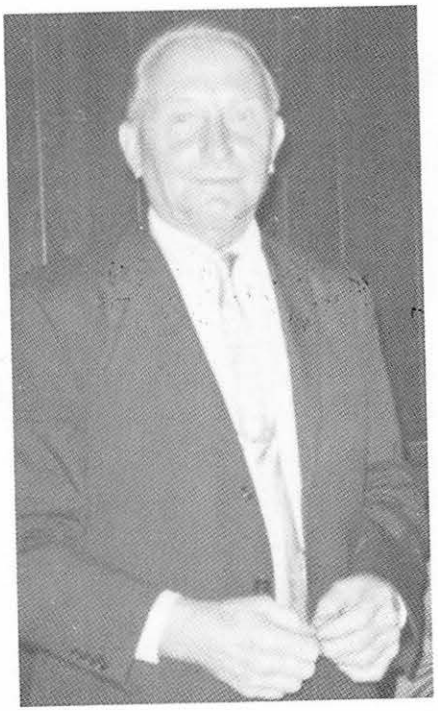
The meeting was held in Quebec City with 11 members present. Those present were: L. Bouchard, J. Bonenfant, R. Maheux, F. Aube, G. Pelchat, P. Bilodeau, N. Godbout, G. Seraiocco, D. Demers, J. Mons and D. Mc Manus.

General Chairman C. R. Scott was our honored guest.

The minutes of our last meeting were read and accepted by all present.

Several subjects were discussed by Local Chairman D. Mc Manus, the most important being the membership survey that was mailed to every member by our Brotherhood. This survey will be a very important aid in future years when planning the needs of signalmen in Canada and the United States.

Brother Mc Manus advised all present that only 46.4 percent of the members of our local had responded to date. Every member who failed to answer is urged to fill out the survey and return it as soon as possible.



Brother Albert Shelter of Local 68 retired recently from the Erie Lackawanna Railroad after 26 years of service.

The results of the mail ballots on the increase of our Canadian Life Insurance were discussed. General Chairman Scott reported there will not be any change in the group policy as a result of the vote.

Brother J. P. Labonte's case was discussed and a letter from Engineer Brayne was read.

Local Chairman Mc Manus read the addended demands that were served on the Railway and also read the demands the Railway served on the Brotherhood. Brother Scott explained both our demands and the Railways.

Other grievances and letters discussed by Brother Mc Manus at this meeting were the C. N.'s electronic courses that are now a part of our training program, helpers who carried 189 hours from Drummondville sub-division, the length of territories on the Drummondville sub-division and the changes at Rideau area.

Secretary Maheux reported on the General Grievance Committee meeting held in Quebec. We would like to take this opportunity to thank all who helped make this convention a success. Our thanks are extended to Brother Reynolds and the members of Local 204, also Brothers W. Schaefer and L. Hislop and the members of Local 165.

Secretary Maheux read a letter regarding the 38th regular convention of the Brotherhood of Railroad Signalmen that will be held in Las Vegas starting on August 17.

Brother Mc Manus was elected as a delegate to the convention and Brother Mons was elected as an alternate.

The meeting adjourned at 4:30 p.m.

D. MCMANUS

Erie Lackawanna

Belleville, N.J. (68). A retirement party honoring Brother Albert Shelter was held at the Wonder Bar in Newark, N.J. The party was held after work with 25 brothers present to honor Brother Al.

Brother Al started his railroad career on the D. L. & W. Railroad as a signal helper on May 11, 1944. He held many positions before elevating himself to the position of Leading Signalman, Gang 50, headquartered in Hoboken, N.J., on July 26, 1951.

This gang was known as a heavy maintenance gang and with Brother Al's skill, no job was too big for him or his gang.

Brother Al made his retirement official on November 1, 1969.

His many friends join the members and officers of Local 68 in wishing Brother Al many years of happy and healthy retirement.

W. A. RADZIEWICZ

H.B.T. & M.P. Gulf District

Houston, Texas (206). A special meeting of Local 206 was called to elect a general chairman.

The meeting was called to order by Chief Signalman Patterson with eight members and two visitors present. Five officers answered the roll call.

We were happy to have Vice President C. S. Chandler and General Chairman Jesse Morris of the Texas & Pacific Railway visiting with us. Both Brothers are always welcomed and may visit our local at any time.

The minutes of our last regular meeting were approved as read.

Chief Signalman Patterson discussed why this meeting was called and the importance of electing a general chairman now. The election was to fill the unexpired term of our deceased General Chairman, A. T. Payne.

Brother Morris, who represents Local 141 as general chairman on the Texas Pacific and the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans was asked to be a candidate for the general chairmanship of our local.

Brother Morris said he would accept if elected and would make every effort to serve our local in the most efficient way possible.

We are most happy to report the election of Brother Morris to serve as General Chairman of Local 206 for the balance of the unexpired term.

We wish our new general chairman complete success in his endeavors and look forward to assisting him and giv-

Eye care including an allowance for eyeglasses and frames. Prescription drugs.

Financing

The bill would finance the program by taxing employes one percent of payroll under Social Security (employes now pay six-tenths of one percent under Medicare). However, unions could negotiate to have the employer pay even this amount. The employer tax would be three percent, and the federal government would match the employer contribution from general revenues. The self-employed would pay as they do now under Social Security. The unemployed would be exempt from payment but entitled to all services.

Exclusions and cost-sharing

Only over-the-counter, non-prescription drugs, dental services for adults and custodial nursing home care are excluded. There would be no consumer payments for institutional care in hospitals, skilled nursing homes, mental or tuberculosis hospitals. There would be, however, a $2 charge for each visit to a doctor or dentist or for home health services, except that there would be no charge for the first visit to a doctor or dentist for diagnosis of illness, a physical examination or cleaning of teeth.

Such out-of-pocket expenses would be limited to $50 for an individual or $100 for a family.

Cost control—
Quality standards

Effective cost control is built into the bill. Rather than paying individual physicians on the basis of "usual and customary" fees, groups of physicians would contract with government to provide medical services to beneficiaries under an agreed-to budget.

Hospitals would not be paid on a cost-plus basis as they are now. Hospitals would also have to operate under a pre-negotiated budget.

Freedom of choice

Patients would have free choice of physician, and physicians would be free to participate or not to participate in the National Health Insurance program on either a full-time or part-time basis.

THE ITALIAN LABOUR MINISTRY has found a new way of referring to the unemployed. It calls them "available manpower."

Government Reorganization

PRESIDENT NIXON SET IN MOTION A MAJOR REORGANIZATION of the Executive Branch of the government aimed at giving the White House a tighter control over Federal programs and agencies. He shuffled his Cabinet to draft the men he wanted for the expanded White House operation.

Labor Sec. George P. Shultz was tapped by the President to head a new top-level Office of Management & Budget.

Under a reorganization plan that has cleared Congress, the new office will oversee the operations of government programs, determine where Federal money will be spent, and evaluate how well it is being spent.

President Nixon said that James D. Hodgson, now under secretary to George Shultz, will be Secretary of Labor.

Earlier, in an unrelated Cabinet shift, President Nixon announced that Health, Education & Welfare Sec. Robert H. Finch will join the White House staff as a senior presidential advisor. Robert Finch will be succeeded as HEW secretary by Elliot L. Richardson, currently Under Secretray of State.

AFL-CIO Pres. George Meany said George Shultz "has served with distinction" as head of the Labor Dept. "He has fully deserved the confidence that American workers, their unions and the AFL-CIO have placed in him."

President Meany extended the AFL-CIO's "congratulations and good wishes" to James Hodgson, promising that "he will receive the same cooperation accorded to his predecessor by organized labor."

James Hodgson came to the government from management ranks, having served as vice-president for industrial relations at Lockheed Aircraft Corp.

Grade Crossing Accidents Show Slight Decline

RAIL-HIGHWAY GRADE crossing accidents and resulting casualties have declined slightly for the third year in a row, according to a report made public by the Department of Transportation's Federal Railroad Administration.

In its annual report entitled *Rail-Highway Grade-Crossing Accidents,* FRA listed the total number of accidents in 1969 as 3,774. These resulted in 1,490 persons killed and 3,669 injured. This marks a 1.1 percent decrease, as compared with 1968, in the number of grade crossing accidents and a 3 percent decline in the number of casualties.

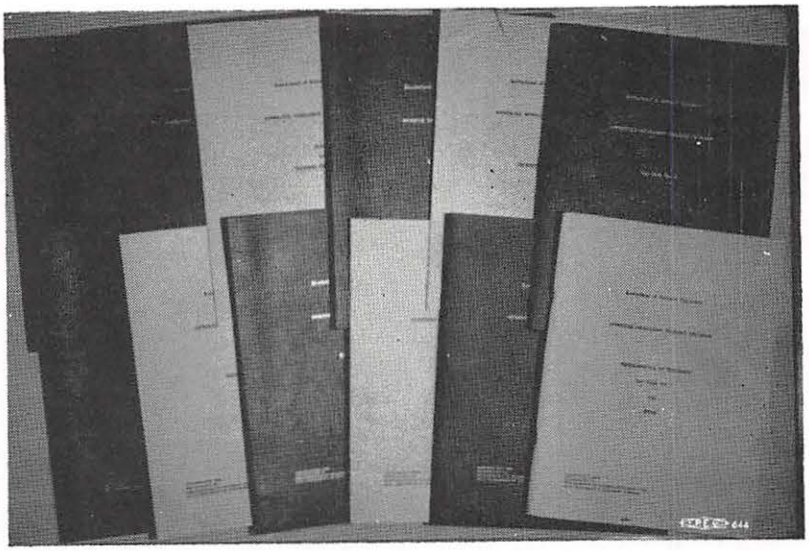
FRA Administrator Reginal Whitman said that "While we are in a situation where the number of accidents and casualties are declining, we are hopeful that continued Federal, State and railroad interest in grade crossing safety will produce even more significant changes."

Pointing to the magnitude of the problem, he noted that of the approximately 225,000 rail-highway grade crossings in the country, only 45,000, or 20 percent, are equipped with flashing lights or other means of automatic protection to warn of train approach.

The Department of Transportation, through the Federal Railroad Administration and the Federal Highway Administration, has been actively engaged in a program aimed at reducing the Nation's grade crossing accident toll. The purpose of the FRA report is to direct attention to the hazards inherent at public grade crossings, and to provide basic statistical information in support of the overall DOT program.

YOUR MONEY'S WORTH
by Sidney Margolius
TAX TIP FOR PART-TIMERS
STUDENTS AND OTHER PART-TIME OR TEMPORARY WORKERS CAN HAVE AS MUCH AS $1725 A YEAR INCOME FOR 1970 WITHOUT OWING ANY TAX AS THE RESULT OF NEW RULES. MOREOVER, THEY NO LONGER NEED GO THROUGH THE RED TAPE OF FIRST HAVING TAXES WITHHELD AND THEN FILING FOR A REFUND. ANYONE WHO EXPECTS HIS EARNINGS WILL BE UNDER $1725 FOR 1970 CAN REQUEST THAT HIS EMPLOYER NOT WITHHOLD TAXES!
UNDER $1725
RED TAPE
RED TAPE
YOU DO HAVE TO CERTIFY THAT YOU EXPECT NO TAX LIABILITY FOR THIS YEAR AND HAD NONE THE YEAR BEFORE.
BIBLE
PEOPLE
BIBLE
BIBLE
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE COOPERS INTERNATIONAL UNION OF NORTH AMERICA.
COOPER INT'L UNION AFL-CIO UNION MADE LOCAL
UNION MADE ILGWU

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. R. T. Bates, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

.....
(Date)

Please send me.....copy(s) of the B of R S Apprentice Signalman Training Program Text:

No. 1 ☐ @ $1.75 each
No. 2 ☐ @ $1.75 each
No. 3 ☐ @ $1.75 each
No. 4 ☐ @ $1.75 each
No. 5 ☐ @ $1.75 each
No. 6 ☐ @ $1.75 each
No. 7 ☐ @ $1.75 each
No. 8 ☐ @ $1.75 each

I am enclosing check/money order in the amount of $..... to cover cost of publication and mailing.

.....
(Name) (Local No.)

.....
(Address)

.....
(City) (State) (Zip Code)

Please make checks or money orders payable to:
R. T. Bates, Secretary-Treasurer, BofRS

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Penn Central

Indianapolis, Ind. (15). The June meeting of Local 15 was held in the Barnes Hotel, Indianapolis, Indiana on June 13, with only eight members present.

Four new members were accepted: Kenneth Bellinger, Cleaton D. Brewer, Ora Gean Emmert and R. G. Clausen.

Grievances were discussed. There were no delinquent members.

Due to the local officials being on vacation and attending the national convention at Las Vegas, there will be no August meeting. The next regular meeting will be held the second Saturday of October in the Barnes Hotel.

L. J. Robbins

Local 1 Honors Retired Members

The members of Local 1, Penn Central, recently held a dinner to honor their retired members. The banquet was held in the Alexandria Fire Hall, Alexandria, Pa.

Members and guests enjoyed a social hour followed by a delicious baked ham dinner.

R. A. Myers, local chairman, served as toastmaster and asked for a moment of silence in memory of deceased members, after which Brother P. R. Bair gave the invocation.

Brother Myers gave a brief review of the history of Local 1, organized in 1901 and chartered in 1908. In 1914 our Brotherhood affiliated with the AFL-CIO. As a result of this local, the Brotherhood of Railroad Signalmen has spread over the entire United States and Canada with members working on every class 1 railroad.

Chief Signalman Barry Noble presented Brother C. M. Pope of Altoona, Pa. with a gift. He also presented Mrs. Pope with flowers. Brother Pope was the only member to have retired since the last banquet.

Brother Myers introduced officers, guests, and retired members. The following retired members acknowledged their introduction by expressing pleasure in being able to attend: G. A. Daniels, C. J. Reigh, C. S. Renno, V. B. Tabb, W. C. Geissinger, Paul Horton, G. N. Simpson, C. L. Hoover, Alfred Broadbent, C. B. Gearhart, C. M. Pope and W. W. McMichael.

C. W. Bodley, C&S supervisor, Altoona, Pa. was introduced and spoke of his career in the Pennsylvania Railroad Signal Department. He remarked that he is now working with the best group of employes he ever supervised.

Grand Lodge Representative Joseph Walsh reviewed the supplemental pension legislation, the pending bill to increase the railroad retirement annuity by 15 percent and the opposition this legislation now faces in the Senate.

He also reported on the progress of our October 1, 1969 wage notice and the negotiations that are now going on. He stated that we have gone to mediation and that our case has been docketed by the Mediation Board as Case No. A-8811.

Brother Walsh also informed our members of a second notice that was being served on the carriers to improve fringe benefits. He stated that the officers at Grand Lodge headquarters are very busy as they prepare for our convention in August, keeping our wage negotiations moving and starting conferences on our fringe benefit notice.

Brother C. M. Pope, retired signal foreman, reminded those in attendance that there is one surviving charter member, Brother D. C. Brubaker of Altoona, Pa. Brother Brubaker is 91 years of age and due to poor health was unable to attend this banquet.

The officers and members of Local 1 commended the entertainment committee for a fine job on arranging this year's dinner and hope to see a larger turnout next year. R. A. Myers

Seaboard Coast Line

Cheraw, S.C. (105). The regular scheduled meeting of Local 105 was held in the Terminal Hotel, Hamlet, N.C. on May 16. The meeting was opened by Chief Signalman S. R. Jenkins, with 13 members and 8 guests present.

The minutes of the previous meeting were accepted as read.

Ballots for the election of delegates and alternates to our convention were counted by tellers, Brothers B. S. McGirt and J. F. Power. Brother G. A. Harrington was elected Delegate No. 1 by receiving a majority vote.

Another ballot is necessary to elect Delegate No. 2. The run-off is between Brothers J. E. Graham and S. H. Wright. Brother B. S. McGirt was elect-

Retired members of Local 1 who attended a recent retirement banquet in Alexandria, Pa. are shown above with Grand Lodge Representative J. W. Walsh, standing on right.

Those seated at the head table at Local 1's retirement banquet were, left to right: C. W. Bodley, C&S supervisor; Grand Lodge Representative J. W. Walsh; Local Chairman and Mrs. R. A. Myers; and Mrs. and Financial Secretary H. R. Davis.

ed as Alternate No. 1 and Brother W. B. Alexander, as Alternate No. 2.

A motion that the Hamlet meeting be changed and in the future, held on the third Sundays of May and November, carried. The financial secretary will mail cards to the membership notifying them of the meeting place, date, time and names, addresses and telephone numbers of officers.

General Chairman G. F. Harper was present and gave an interesting report on claims and grievances settled and in the process of handling. He also informed all present of the outcome of recent conferences with management.

Grand Lodge Representative J. T. Bass was present and given the opportunity of addressing the local. Brother Bass gave an interesting report of Grand Lodge's activities and his participation in conferences with management. He advised us of progress being made on our current wage movement and advised that a Section 6 notice for improved fringe benefits would be served on management by the general chairman on May 18.

We were happy to have Brothers Maness, Ezell, James, Mitchem, Baldwin and General Chairman Gross from Local 84, present at our meeting. Brother Gross was congratulated on his election to General Chairman of Local 84. Brother Gross spoke briefly, voicing his pleasure in working with General Chairman Harper.

Members of Local 105 are reminded that the next meeting will be held in Jacksonville, Florida on September 12.

Those present at this meeting were: Brothers W. B. Alexander, I. W. Goodwin, J. F. Power, V. E. Smith, M. F. Hinsley, H. L. McCrimmon, H. A. Blume, J. McDaniels, T. W. Walker, W. H. Robinson, J. E. Graham, S. R. Jenkins and G. A. Harrington.

G. A. Harrington

Canadian National

Quebec, Can. (205). General Chairman C. R. Scott opened the March 11 meeting of Local 205, obligated Brother L. Bouchard, who then presided over the remainder of the meeting.

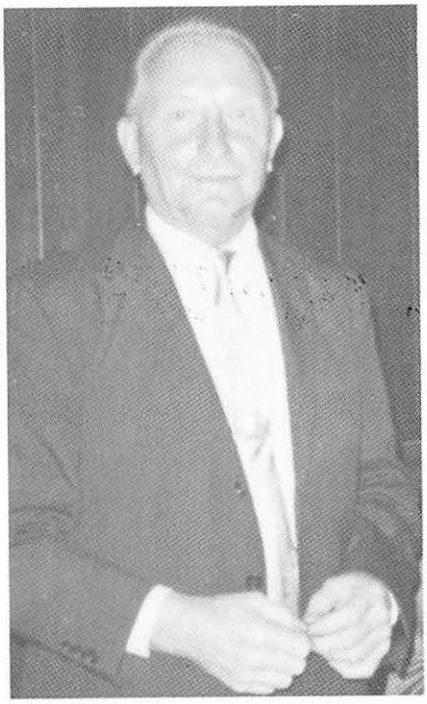
The meeting was held in Quebec City with 11 members present. Those present were: L. Bouchard, J. Bonenfant, R. Maheux, F. Aube, G. Pelchat, P. Bilodeau, N. Godbout, G. Seraiocco, D. Demers, J. Mons and D. Mc Manus.

General Chairman C. R. Scott was our honored guest.

The minutes of our last meeting were read and accepted by all present.

Several subjects were discussed by Local Chairman D. Mc Manus, the most important being the membership survey that was mailed to every member by our Brotherhood. This survey will be a very important aid in future years when planning the needs of signalmen in Canada and the United States.

Brother Mc Manus advised all present that only 46.4 percent of the members of our local had responded to date. Every member who failed to answer is urged to fill out the survey and return it as soon as possible.



Brother Albert Shelter of Local 68 retired recently from the Erie Lackawanna Railroad after 26 years of service.

The results of the mail ballots on the increase of our Canadian Life Insurance were discussed. General Chairman Scott reported there will not be any change in the group policy as a result of the vote.

Brother J. P. Labonte's case was discussed and a letter from Engineer Brayne was read.

Local Chairman Mc Manus read the addended demands that were served on the Railway and also read the demands the Railway served on the Brotherhood. Brother Scott explained both our demands and the Railways.

Other grievances and letters discussed by Brother Mc Manus at this meeting were the C. N.'s electronic courses that are now a part of our training program, helpers who carried 189 hours from Drummondville sub-division, the length of territories on the Drummondville sub-division and the changes at Rideau area.

Secretary Maheux reported on the General Grievance Committee meeting held in Quebec. We would like to take this opportunity to thank all who helped make this convention a success. Our thanks are extended to Brother Reynolds and the members of Local 204, also Brothers W. Schaefer and L. Hislop and the members of Local 165.

Secretary Maheux read a letter regarding the 38th regular convention of the Brotherhood of Railroad Signalmen that will be held in Las Vegas starting on August 17.

Brother Mc Manus was elected as a delegate to the convention and Brother Mons was elected as an alternate.

The meeting adjourned at 4:30 p.m.

D. McManus

Erie Lackawanna

Belleville, N.J. (68). A retirement party honoring Brother Albert Shelter was held at the Wonder Bar in Newark, N.J. The party was held after work with 25 brothers present to honor Brother Al.

Brother Al started his railroad career on the D. L. & W. Railroad as a signal helper on May 11, 1944. He held many positions before elevating himself to the position of Leading Signalman, Gang 50, headquartered in Hoboken, N.J., on July 26, 1951.

This gang was known as a heavy maintenance gang and with Brother Al's skill, no job was too big for him or his gang.

Brother Al made his retirement official on November 1, 1969.

His many friends join the members and officers of Local 68 in wishing Brother Al many years of happy and healthy retirement.

W. A. Radziewicz

H.B.T. & M.P. Gulf District

Houston, Texas (206). A special meeting of Local 206 was called to elect a general chairman.

The meeting was called to order by Chief Signalman Patterson with eight members and two visitors present. Five officers answered the roll call.

We were happy to have Vice President C. S. Chandler and General Chairman Jesse Morris of the Texas & Pacific Railway visiting with us. Both Brothers are always welcomed and may visit our local at any time.

The minutes of our last regular meeting were approved as read.

Chief Signalman Patterson discussed why this meeting was called and the importance of electing a general chairman now. The election was to fill the unexpired term of our deceased General Chairman, A. T. Payne.

Brother Morris, who represents Local 141 as general chairman on the Texas Pacific and the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans was asked to be a candidate for the general chairmanship of our local.

Brother Morris said he would accept if elected and would make every effort to serve our local in the most efficient way possible.

We are most happy to report the election of Brother Morris to serve as General Chairman of Local 206 for the balance of the unexpired term.

We wish our new general chairman complete success in his endeavors and look forward to assisting him and giv-

ing our full cooperation in all Brotherhood business.

Before closing, the meeting authorized Brother Morris to purchase a new filing cabinet to be used by the general chairman.

Brother Morris reports that he has now placed his files in order and is ready to receive and answer questions on all previous claims and accept all new claims that any brother may wish to file.

I. H. Shaber

Boston Area Locals Hold Joint Meeting

Boston, Mass. A joint meeting of locals in the Boston area was held on June 5 at the Hotel Madison.

The meeting was called after President Chamberlain accepted an invitation from the officers of several locals to attend and address our members in this area.

Locals 5, 7, 90, 115, 120, 127 and 200 all have members working and living in this area and many have never had the pleasure of meeting President Chamberlain since his election in 1967.

Many members reported that it was the first time they had the opportunity to attend a meeting and discuss our many problems with the president of the signalmen present at the meeting.

President Chamberlain, Vice President B. H. Steuerwald and Grand Lodge Representative J. W. Walsh were introduced by Local Chairman Arthur Richards of Local 5, and Brother Jim Raspa acted as chaplain and opened the meeting with a prayer.

Locals 5, 7, 120 and 127 were represented and President Chamberlain was asked to address the meeting. He explained how his first term in office had been a most busy one and gave a complete report on all Grand Lodge activities for the past three years. He then discussed our Brotherhood's plans for the future.

Penn Central employes questioned President Chamberlain about the many changes that are taking place on that property.

President Chamberlain reported that the five general chairmen who represent members that are now a part of the Penn Central are now working with Vice Presidents T. H. Gregg and B. H. Steuerwald on a new agreement. When completed this agreement will be presented to management for acceptance and will replace the five agreements that our members are now working under.

He also reported on our wage negotiations that are now going on in Washington, D.C. and discussed the contents of our fringe benefit notice that was served in May.

President Chamberlain discussed RS&I inspection violations that are not being reported to Grand Lodge. He said they should be reported and must be factual, giving the date, time, place, signal number and train movements over the territory where such a violation exists.

He spoke of the great decisions that will be made at our 1970 convention in Las Vegas by our delegates and how all future plans are directed to our officers from the convention floor.

President Chamberlain said he had to be in Fort Wayne, Indiana the next morning and had to catch a flight at 11 p.m. but that he would leave Vice President Steuerwald and Grand Lodge Representative Walsh to continue the meeting.

On leaving, all present gave President Chamberlain a standing ovation and asked that the joint meeting be made an annual affair.

Meetings such as these add much to our organization in understanding one another. It is with this thought that we hope every member in this area will attend next year when another meeting is held.

All who attended thank President Chamberlain for a most informative evening.

J. H. Roy

Looking for a way to reduce maintenance costs?

RACO®

FIBER GLASS GATE ARMS and CONVERSION KITS

They're Tough! Designed to be seen and built to last without pamper or excessive care. Glass fibers and polyester resin provide tremendous strength and rigidity—unaffected by weather and atmosphere. Easy to install and connect. Hollow rectangular form provides a natural conduit for wiring. Standard AAR striping of black Scotchcal panels, or reflex-reflecting Scotchlite in customer specified colors is available . . . with reflector buttons or plates when desired.

And RACO's BREAK-AWAY FEATURE virtually eliminates broken arms. When struck with sufficient force by a vehicle, the shear bolt at the arm support bracket shears allowing the gate arm to fall before damage can occur to gate arm support . . . mechanism housing or assembly. Even the gate arm, in most cases, is undamaged! Arm light connections are plug-in connected and pull apart on impact.

U.S. Pat. No. 3,394,498, Canadian Pat. No. 805,420, French Pat. No. 1,565,894 and other Foreign Pats. Pending.

OUR 50TH YEAR

RPI Railway Progress Institute

RACO PRODUCTS ENGINEERED FOR LONG LIFE ®

Railroad Accessories Corporation

A CCI INDUSTRY

Main Office and Plant: 4650 MAIN STREET N.E., MINNEAPOLIS, MINN. 55421

Office and Plant: 7615 NATIONAL TURNPIKE, FAIRDALE, KY. 40118

Obituary

Roy E. Howe, retired member of Local 21, Kansas City Terminal, passed away May 16. He was 68.

At the time of his retirement in 1968 Brother Howe was working as a lineman.

He is survived by two sons, two daughters, fifteen grandchildren and two great-grandchildren.

The officers and members of Local 21 extend their deepest sympathy to the members of his family.

H. E. Nixon

Glenn C. Haver, member of Local 101, Erie, Lackawanna Railway Company, passed away May 21. He was 28.

Brother Haver started work in the signal department on July 14, 1964, working in all classes up to and including relief signal maintainer at Lima, Ohio.

He is survived by his wife and five children, all at home in Lima, Ohio. To them the officers and members of Local 101 extend their deepest sympathy.

Paul L. Kennedy

Newville Norman Sellers, a retired member of Local 18, Penn Central, passed away July 26, 1969. He was 79.

Brother "Ducky" Sellers was a native of Orbisonia, Pa. but spent many years of his life in the Philadelphia area while he worked as a signal maintainer for the Penn Central. At the time of his retirement on February 1, 1958 he was a maintainer T&S at Media, Pa. having 29 years of service.

Brother Sellers was a trustee of Local 18 and was very active in Brotherhood affairs and was a delegate to many conventions and even attended conventions after his retirement.

The officers and members of Local 18 express their deepest sympathy to the surviving members of his family.

Ed.

Willard W. Hatfield, retired member of Local 33, Atchison, Topeka & Santa Fe Railroad, passed away recently. He was 84.

Brother Hatfield was a signal maintainer at Mulvane, Kansas at the time of his retirement on August 1, 1952, after completing over thirty-three years of service. He was an active member of the local and served as chief signalman.

The officers and members of Local 33 extend their deepest sympathy to his three daughters: Mrs. Jennie Gunn, Mulvane; Mrs. Thelma Minor, San Leandro, California; and Mrs. Lynne Edson, Wichita.

Ed.

Harold E. Johnson, retired member of Local 149, Penn Central, passed away June 2, 1970. He was 70.

Brother Johnson was known as "Pickles J" by his old friends and coworkers.

At the time of his retirement Brother Johnson was a Maintainer C&S at Toledo, Ohio and had over 40 years of service.

The officers and members of Local 149 extend their deepest sympathy to his wife, Hazel; son, James, of Springfield, Va.; stepdaughters, Mrs. Marjorie Boggs, of Bridgewater, Mass.; Mrs. Edith Higgins, of Lancaster, Calif.; and Mrs. Helen Buckles, of Dayton; sister, Mildred Johnson, of New Hampton, and 11 grandchildren.

Ed.

Peter Veilleux, retired member of Local 120, Boston & Maine Railroad, passed away on March 25, in Lebanon, N.H. He was 79.

Brother Veilleux retired on January 21, 1955 after completing 44 years of service.

The officers and members of Local 120 extend their deepest sympathy to his wife and to members of his family.

Daniel A. Veilleux

Edward T. Ehlers, retired member of Local 9, Chicago & North Western Railway Company, passed away September 26, 1969. He was 87.

Brother Ehlers was a signal maintainer at Escanaba, Michigan at the time of his retirement, having completed thirty years of service.

The officers and members of Local 9 extend their deepest sympathy to his two surviving daughters.

Ed.

William Donald Wilson, member of Local 45, Erie Lackawanna Railroad, passed away as a result of injuries sustained in an automobile accident on June 26. He was 47.

Brother Wilson, an active member of the Brotherhood of Railroad Signalmen was serving as Recording and Financial Secretary of Local 45 at the time of his death. Previously he had served as local chairman and was a delegate to our 1967 convention. At that convention he served as a member of the Committee on Officers' Report.

Don, as he was known by his many friends, was the son of General Chairman W. D. Wilson of the Erie Lackawanna Railroad, who is also a member of the Grand Board of Trustees.

Brother Wilson was chief of the Saddle Brook Fire Department and was responding to an auto fire when his car crashed into a tree. Brother Wilson had been a member of the Saddle Brook Fire Department since 1954 and became chief on January 11 of this year.

He was a member of the Veterans of Foreign Wars.

He is survived by his wife, Beatrice; two daughters, Mrs. Lynn Conrad in Thailand, and Patricia, at home; his father William D. of Fair Lawn, N.J.; and a brother T. William, to whom the officers at Grand Lodge Headquarters and the officers and members of Local 45 extend their deepest sympathy.

Ed.

MOVING? LET US BE THE FIRST TO KNOW

When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

Name _____

Lodge No. _____ Cert. No. _____

Street or Box Number _____ Apt. No. _____

City _____ State _____ Zip Code _____

When the President of the U. S. was wearing a hat like this, Kerite was making superior cable. Still is today.

Reliability in cable is not a luxury, it's a necessity.

Specify Kerite...backed by a record of 116 years in Quality Assurance.

The Kerite Company · Principal Offices: New York; Chicago; Seymour, Connecticut · Sales representation throughout the United States · A subsidiary of Harvey Hubbell Incorporated.

MEMBER RPI Kerite

the cable that lasts . . . and lasts . . . and lasts . . .

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454
12301A